

Series II
Subjects Files,
1916-1973

Box 15, Folder 3

Correspondence
regarding personnel
request for BEG
project,
1950-1956

0862

NAVAL COMMUNICATION SYSTEM

PROPHET/Neubold

Pers-B211g-nd-2

2827

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D.A. STUART CDR USN

1 NOVEMBER 1950

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DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-B2-NCD
2 November 1950

Commodore R. W. Bates, USN
Special Projects Section
Naval War College
Newport, Rhode Island

Dear Commodore Bates:

Your letter was received this morning and I am happy to report that since your absence, we have made an exhaustive study to find a yeoman to fit your needs. We finally found a yeoman who is a "court reporter" and appears to have the intelligence for doing a certain amount of research and digging up data. Consequently, as of 1 November, orders were issued to transfer Charles R. Carlisle, 268 50 70, YNC, USN, to the Naval War College for your use. I am attaching a copy of the orders herewith.

I feel sure that this man will do a fine job.

Best personal regards.

Respectfully yours,

Roy A. Gano
ROY A. GANO
Captain, U. S. Navy

0864



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-B-cjl

3 November 1950

Dear Rafe,

Your letter of 30 October 1950 is acknowledged.

Pare' was placed on the retired list as a Rear Admiral because of a combat commendation. If recalled; however, he would be ordered to active duty as a captain. His address is as follows:

528 Pratt Street,
Sussex-at-Norfolk,
Norfolk, Virginia.

Frankly, I haven't a nomination for the job. I agree with you that the officer selected for the job should not be above the rank of captain.

With very best wishes.

Sincerely,


FRANK T. WATKINS

Commodore R. W. Bates, USN (Ret)
Naval War College
Newport, Rhode Island

0865



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-C11a-h1

5 January 1951

Commodore R. W. Bates, USN
U. S. Naval War College
Newport, Rhode Island

Dear Commodore Bates:

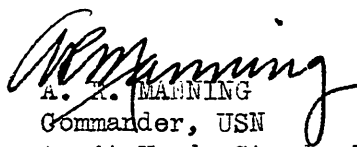
The Government Printing Office has just informed us that the last half of the "Battle of Savo Island" (Diagrams) will be shipped on 12 January 1951. I hope this date is satisfactory to you.

The records in BUPERS indicate that the home address of Commodore James Benham Carter, USN (Ret.) 056067, is:

Care of Holmes and Narver
824 South Figueroa
Los Angeles, California

If we can be of any further help to you please let us know.

Sincerely yours,


A. K. MANNING

Commander, USN
Ass't Head, Standards & Curriculum
Branch
Training Division

0866



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-C1-ams

15 Jan 1951

Commodore R. W. Bates, USN
Naval War College
Newport, Rhode Island

Dear Commodore Bates:

Please excuse my delay in answering your 4 January letter. It is rather hectic here now with all the to-do about Universal Military Service, our avalanche of incoming recruits and various other assorted crises. However, I believe that the questions you ask me were answered after our telephone conversation of last week.

In confirmation:

(a) Commodore Carter's address -

c/o Holmes & Narber
824 South Figueroa St.
Los Angeles, California

(b) Manning tells me that the diagram portion of the Battle of Savo Island was to have been shipped to you on 12 January. We are checking now to confirm this. We will follow up and keep you informed.

Thanks very much for your congratulations. I certainly agree that the fleet-up principle is the only sound one, particularly in an activity as complex as the Training Division.

Best wishes for a very happy and successful 1951.

Very sincerely,

H. P. RICE
Captain, USN

0867



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

6 February 1951

Dear Rafe,

After receipt of your letters of 30 and 31 January, I talked to Felix Johnson and Carl Espe about Capt. Joseph J. ROCHEFORT. They both spoke very highly of him. I too feel that he undoubtedly could do an excellent job for you. I know Joe personally as he was on the Scouting Force Staff in 1939 and 1940 when I was navigator in the INDIANAPOLIS, the ScoFor Flagship.

On checking with BuPers I find that Joe retired in June 1946. He was recalled to active duty on 30 October last year for duty in an Intelligence Evaluation Group working for CinCPacFlt. Supposedly his duty will be completed by 30 June this year and he should be available at that time.

I suggest that you write a letter to Rochefort telling him about the job and asking if he would be interested. I understand he is quite happy to serve on active duty if there is a job to be done and he can be kept busy. He doesn't want to sit around and twiddle his thumbs. Upon getting Rochefort's acquiescence, you should submit an official request for his services to the Chief of Naval Personnel (give him a good build-up and state you have had difficulty in getting the right man, which you know he is). The Chief of Naval Personnel will have to refer it to CNO for his approval in continuing on active duty a retired officer, but I am quite certain that will be readily forthcoming.

I have in mind that your two additional billets were written for Lt. Commanders and will not forget that they should be changed to Captain billets when we have another big personnel go-round and I can manage to get the two put in as permanent billets.

With kindest personal regards.

Sincerely,

Commodore Richard W. Bates, USN
Naval War College
Newport, Rhode Island

0868



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-B1-em
6 February 1951

Dear Commodore:

In reply to your letter of 2 February, just received, here are the addresses you requested on the retired officers:

Vice Admiral Frank Wagner - 8 Rue Max,
Warrenton,
Pensacola, Fla.

Captain Samuel W. DuBois - 2139 Wyoming Av., N.W.,
Washington 8, D.C.

LtGen Ralph Mitchell, USMC - 6712 Dogwood Road,
Baltimore 7, Md.

The correct addresses for information on retired officers are as follows:

USN & USNR - Bureau of Naval Personnel,
Officer Locator Section (Pers-E244),
Navy Department,
Washington 25, D.C.

USMC - Commandant, U.S. Marine Corps,
Headquarters,
Washington 25, D.C.

Please do not hesitate to call on me if there is anything else I can do for you. I am always glad to be able to help an old friend and shipmate.

With kind regards, I am

Sincerely,

G. C. Towner
G. C. Towner,
Captain, USN.

Commodore R. W. Bates, USN, Ret.,
Special Projects Section,
Naval War College,
Newport, R.I.

0869



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

8 February 1951

Dear Rafe:

In your recent letter you requested my views regarding Captain Rochefort's qualifications for duty on your staff in the Special Projects Section. Off hand, Rafe, I can think of no one who fulfills the requirements for such an assignment better than he.

You have read the brief on Rochefort contained in my letter to Admiral Conolly. I won't dwell further on his background except to underline that we rate him very high in ONI. We obtained Admiral Sherman's permission to recall him to active duty to conduct a special intelligence survey for us in the Pacific and Far East. This particular mission should be completed within the next two or three months and he has indicated a willingness to remain on active duty as long as there is a job for him to do.

Under his present orders Rochefort will revert to retired status on 30 June 1951. Any extension of his orders would have to be cleared with Admiral Sherman but I feel confident that any request for extension will be readily approved in his case. I suggest you drop him a line to ascertain if he would be willing to continue on active duty for the assignment which you have in mind. A letter addressed in care of CinCPacFlt's Headquarters should reach him. I think it is only fair to warn you, however, that we have our own designs on him to head one of the Intelligence Centers should the cold war suddenly develop into a hot one.

I hope the above gives you the information you desire, Rafe.

It was like old times seeing you again in Washington and we were delighted that you were able to join us for dinner at the Club.

Sincerely,

Felix Johnson

Commodore R. W. Bates, U.S. Navy (Retired)
Special Projects Section
Naval War College
Newport, Rhode Island

0870



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

26 February 1951

Dear Rafe,

Upon receipt of your letter of 20 February, I checked with Captain Towner in BuPers. They had not yet received the official request for the services of Captain ROCHEFORT. We discussed it, however, and I think Towner knows how we can best handle it when it does get to him. I will personally take it to the front office and request Admiral Sherman's chop.

As you say, that will handle one half of your needs. I looked over the Navy Register again in the hopes of discovering a competent retired aviator who could work for you. Furthermore I looked over the list of those who will retire this June. The only ones I could recommend either have definite ideas about returning to the farm or are already lined up for another job. I talked to DCNO (Air) and some of his cohorts and told them about your need. They promised to scan over the list and see if they could make a recommendation. When I hear from them I will let you know.

For the time being, adios and best wishes.

Sincerely,

Commodore Ralph W. Bates, USN
Naval War College
Newport, Rhode Island

0871



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

16 March 1951

Dear Commodore,

Received your letter of the 14th, and, as requested by you, Captain Rochefort's orders will be written "to the Staff for duty in connection with analyses of Naval engagements during World War II."

Generally speaking, it is our intention to leave the retired officers in the billets which they are presently filling, unless, of course, they are desirous of a change of duty, or their services are requested by someone of authority. Naturally, an emergency throws all policies such as this right out the window, but, for the most part, those in a retired status should be able to feel quite safe and fairly secure in their given assignments.

With kind regards, I am,

Sincerely,

G. C. TOWNER
Captain, USN

Commodore R. W. BATES, USN
Special Projects Section
Naval War College
Newport, Rhode Island

0872



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

27 February 1951

Commodore R. W. Bates, USN
Naval War College
Newport, Rhode Island

Dear Commodore:


Captain James E. Leeper, USN, is at present attached to Mats Headquarters, Andrews Field, Maryland. I am informed that he has been there less than a year.

In connection with the Special Project Section of the War College, I have put the name of Captain Joseph J. Rochefort on our list of retired officers to be retained on active duty. This list has to be cleared by Admiral Sherman and since Admiral McCormick is especially interested in the work you are doing, I can see no reason why you should not get clearance.

I have been told that Captain Don Smith, Class of 21b and an aviator who has been engaged in doing research and writing for OP 05, CNO is due to retire the 30th of June. It is quite possible that he might be available to you if you desire his services.

With kindest personal regards,

Very respectfully,


G. C. TOWNER

0873



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-B-cjl

27 February 1951

Dear Rafe,

I have your letter of 20 February 1951 relative to the assignment of Captain Joseph J. Rochefort, USN (Ret) to the War College.

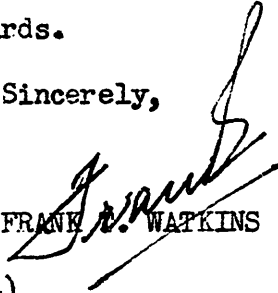
At the request of Admiral Espe, with the approval of CNO, Captain Rochefort was ordered to active duty in October 1950 and assigned to the Staff of CincPacFlt for duty as a member of the Evaluation Group. His present orders call for him to be detached in June 1951 for release from active duty on or before 30 June 1951.

Subject to the approval of CNO, and unless CincPacFlt insists upon his staying on duty there, I see no reason why Rochefort cannot be ordered to the Naval War College in late June, or sooner if the Evaluation Group breaks up.

Many thanks for your kind words. I have done my level best to do a good job in a thankless billet.

With kindest personal regards.

Sincerely,


FRANK J. WATKINS

Commodore R. W. Bates, USN (Ret)
Special Projects Section
Naval War College
Newport, Rhode Island

0874



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

19 March 1951

Commodore R. W. Bates, USN
Naval War College
Newport, Rhode Island

Dear Rafe:

In regard to your letter of 14 March regarding Mrs. Tanaka, I am happy to inform you that on the 16th details of her employment were completed. She will be made available to your staff in the very near future.

Needless to say, I must caution you not to do anything to your new Jap girl that I wouldn't do.

Yours,


M. E. CURTS

0875



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

10 April 1951

Dear Rafe,

I haven't forgotten your desire to have a nomination on an aviator to work with you on your history projects. The aviation boys just recommended Rear Admiral Harold B. MILLER, Class of '24, a supposedly hot-shot pilot who was spot promoted during the war and retired as such, I believe, in 1946.

I don't know anything about his present whereabouts, whether he has a job or whether he would be interested in your work. He has had considerable experience in public relations and has done some writing.

I hope this lead might be productive. With very kind regards.

Sincerely,

Commodore Ralph W. Bates, USN
Naval War College
Newport, Rhode Island

0876

NAVAL COMMUNICATION SYSTEM

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LT P P DALTON USN

18 APR 1951

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DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B2-NCD
18 April 1951

Commodore R. W. Bates, USN
Naval War College
Newport, Rhode Island

Dear Commodore:

Re our telephone conversation this morning, plus receipt of your letter this afternoon (1300 18 April), gave me sufficient information in order to cancel STOUT's orders to duty assigned by ComWesSeaFron.

Accordingly, STOUT's orders were cancelled and I attach herewith a copy of our orders to STOUT at the Naval Training Station, Newport.

I trust the above will prove satisfactory. It is anticipated that STOUT will be available for assignment on or about 1 July 1951.

Best regards.

Very respectfully,

Roy A. Gano
ROY A. GANO
Captain, U.S. Navy

0878



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B1/1fn

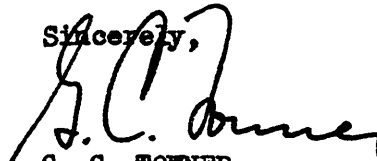
3 May 1951

Dear Commodore,

I have gone over the list of Naval Aviators scheduled for retirement on 30 June 1951 in an endeavor to locate someone who would be of assistance to you in your work. I found, however, that the majority are not being continued on active duty and that those who are to be retained, are desired for specific billets. I regret this is the case as I was hoping that I would be successful in my effort to assist you. I will, however, be pleased to investigate the possibilities of assigning any officer to this billet whom you suggest. I realize you have been searching for someone and if you have anyone in mind, please let me know.

With kindest personal regards, I remain

Sincerely,


G. C. TOWNER,
Captain, USN.

Commodore R. W. Bates, USN, (Ret.),
Special Projects Section,
Naval War College,
Newport, Rhode Island.

0879

Captain Cronin, born in Geneva, Alabama, on December 3, 1899, was graduated from the Geneva High School in 1916, and entered the United States Naval Academy at Annapolis, Maryland, from the state of Alabama on July 23, 1917. During World War I, Captain Cronin had service as a Midshipman in 1918 aboard the USS WISCONSIN, operating with the Atlantic Fleet. Graduated and commissioned Ensign on June 3, 1921, he subsequently advanced to the rank of Captain on June 20, 1942. On April 6, 1945, he was appointed Commodore for temporary service and served in that rank until January, 1946, when he reverted to the rank of Captain.

Following graduation in June, 1921, Captain Cronin was ordered to duty in connection with fitting out the USS MARYLAND and aboard when that battleship was commissioned on July 21, 1921. Detached from the MARYLAND in June, 1923, he served in the Office of the Chief of Naval Operations, Navy Department, where he had instruction in Naval Communications until November of that year. Duty in connection with fitting out the USS WEST VIRGINIA preceded service in her from her commissioning, December 1, 1923, to June 1, 1925, during which time he had gunnery experience as Turret Officer on #1 Turret. Following brief duty aboard the USS SAPELO in June, 1925, he reported to the Naval Air Station, Pensacola, Florida, for instruction in Naval Aviation.

Designated Naval Aviator (heavier than air) on April 24, 1926, Captain Cronin remained at the Naval Air Station, Pensacola, until July 20, 1926, when he was ordered to the Pacific Coast for two years service with Training-Utility Squadron One, Aircraft Squadrons, Battle Fleet, based on the USS LANGLEY, flagship. From July, 1928 to September, 1930, he had duty at the Naval Air Station, San Diego, after which he served for two years with Patrol Squadron 9, Aircraft Squadrons, Battle Fleet, first attached to the USS AROOSTOOK, and later, when Squadron 9 was transferred in November, 1930, to Fleet Base Force, attached to the USS ARGONNE. He next had a three-year tour of duty at Fleet Air Base, Coco Solo, Canal Zone, including service from July to October, 1932, with Patrol Squadron 3.

Captain Cronin had service from June, 1935 to June, 1937 aboard the USS RANGER, after which he joined the USS NORTHAMPTON, with additional duty commanding Training and Scouting Squadron 9 during June, 1937, and for a year thereafter he commanded Cruiser Scouting Squadron 4, with additional duty aboard the NORTHAMPTON. From June, 1938 until April, 1940, he was Commanding Officer of Fleet Air Base, Sitka, Alaska (redesignated on October 1, 1939 as Naval Air Station, Sitka, Alaska), and from May, 1940 to July, 1941 he was navigator of the aircraft carrier, USS SARATOGA.

Captain Cronin had duty as Operations Officer on the staff of Commander, Patrol Wing One, from July 30, 1941, immediately preceding the Japanese attack on Pearl Harbor, until September 18, 1942. He commanded the Naval Reserve Aviation Base at Memphis, Tennessee, from October, 1942 until November, 1943, at which time he was ordered to duty at the Naval Station, Astoria, Oregon, in connection with fitting out the USS TULAGI (CVE-72), built by the Kaiser Company at Vancouver, Washington. He assumed command of that escort carrier upon her commissioning on December 21, 1943.

Shortly after Captain Cronin assumed command of the TULAGI, she steamed away across the Pacific loaded with new planes for use in the Central Pacific offensive, then shaping up. A month later she was on her way around to the East Coast to join the Atlantic Fleet, and crossed the Atlantic to Casablanca, French Morocco, with Army planes for use in the Normandy Invasion. Still later, entering the Mediterranean, she joined the British, American, and Free French fleets being

grooed for an invasion along the French Riviera. For a few weeks evasive tactics were employed to keep the enemy guessing as to where the invasion would take place. At dawn on August 15 the show began and continued for two weeks. This was the first time Baby Flat Tops were ordered up close to a beachhead. The escort carriers wheeled in their appointed operating areas off shore and gained the air supremacy, without which the successful landings would have been impossible. The invasion accomplished, the TULAGI's squadron came in for an outstanding share in the score and helped to show what the CVE could do in such a role. For meritorious services as her commanding officer during the fifteen-day period of the invasion of southern France in August, 1944, Captain Cronin was awarded the Legion of Merit with the following citation:

LEGION OF MERIT:

"For exceptionally meritorious conduct in the performance of outstanding services as Commanding Officer, USS TULAGI, during the amphibious invasion of Southern France in August 1944. During the fifteen day period in which carrier based aircraft support was rendered the Allied ground forces, Captain Cronin operated his ship with outstanding skill and aggressiveness to fully coordinate the conduct of flight operations. Despite unfavorable wind conditions, he maneuvered to meet all requirements of the air group in carrying out a heavy and taxing prearranged schedule of aircraft missions and numerous urgent special call missions. His crew displayed high standards of training and efficiency in rearming aircraft and in adapting bombs of foreign manufacture to the bomb racks of the U.S. planes. The overall operating performance of his ship under combat conditions reflected a generally excellent state of training, morale and material readiness in the command and contributed substantially to the effective support furnished to the advancing Allied Armies in Southern France. The extraordinary ability, sound and resourceful leadership, and outstanding devotion to duty displayed by Captain Cronin reflected great credit upon himself and the Naval Service."

With the Normandy and Riviera campaigns drawing to a close, the TULAGI headed out through the Straits of Gibraltar for home. In less than a month she was on her way again through the Panama Canal to the Pacific Coast. And then came orders taking her out to the far reaches of the Pacific. January 1, 1945, saw a potent Naval force underway for the invasion of Luzon, Philippine Islands. Off Panay the Japs made their first furious air attacks. The TULAGI fought off four separate attacks by air and came through without a scratch. She and a number of her sister ships provided air support for the Mindoro Island operation and a landing operation at Subic Bay, Luzon, was supported towards the end of the operating period. The Luzon campaign was an exclusive CVE show. The TULAGI arrived at Ulithi on March 15 and began replenishments in preparation for the invasion of Kerama Retto and Okinawa. Direct air-support missions were accomplished in connection with the landings of the Tenth Army and the Marines Amphibious Corps, after which the TULAGI resumed air-support operations at Okinawa.

For his services as Commanding Officer of the TULAGI in the combat operations against the enemy during the period March 25 to May 8, 1945, Captain Cronin was awarded the Gold Star in lieu of a second Legion of Merit, with the following citation:

0881

GOLD STAR IN LIEU OF SECOND LEGION OF MERIT:

"For exceptionally meritorious conduct in the performance of outstanding service as Commanding Officer of an Escort Carrier of the United States Navy in combat operations against the enemy at Iwo Jima and Okinawa Gunto during the period 25 March to 8 May, 1945. The heavy damage inflicted on the enemy by the aircraft of his ship was of vital assistance in the support of our amphibious forces and our troops on shore, and contributed materially to the early and successful conclusion of operations against the enemy. The highly efficient performance of his carrier was directly attributable to his inspiring leadership and his outstanding professional skill. During all of the period of these strenuous and hazardous operations his personal courage was of the highest order and his conduct was at all times in keeping with the highest traditions of the United States Naval Service."

Relieved of command of the TULAGI on May 8, 1945, Captain Cronin served from May, 1945 to January, 1946, in the rank of Commodore, as Chief of Staff to Vice Admiral Willis A. Lee, Jr., USN, Commander, Battleship Squadron 2, in the Pacific and participated in the preparation of plans for the bombardment of Kamaishi and Hamamatsu, resulting in great damage to enemy industrial plants. For his services in that assignment from July 1, 1945 to August 15, 1945, he was awarded a Gold Star in lieu of a third Legion of Merit, with the following citation:

GOLD STAR IN LIEU OF THIRD LEGION OF MERIT:

"For exceptionally meritorious conduct in the performance of outstanding service as Chief of Staff to the Commander Battleship Squadron Two in operations against the enemy during the period 1 July 1945 to 15 August 1945. By his far sighted and careful planning, and by his tireless devotion to duty he rendered invaluable assistance in the preparation of plans for the bombardment of KAMAISHI on 14 July 1945, for the bombardment of HAMAMATSU on the night of 29-30 July 1945 and for the second bombardment of KAMAISHI on 9 August 1945, which resulted in great damage to vital industrial plants of the enemy. His untiring efforts, leadership, and intrepidity during the actual bombardments and his professional skill were at all times in keeping with the highest traditions of the United States Naval Service."

Upon reporting for duty as Commanding Officer of the Naval Air Station, Whidby Island, Washington, in January, 1946, Captain Cronin reverted to the rank of Captain. On October 9, 1946, he was ordered to duty as Commander, Utility Wings, Pacific.

In addition to the Legion of Merit and two Gold Stars in lieu of Second and Third Legion of Merit, Captain Cronin has the Victory Medal, Atlantic Fleet Clasp (USS WISCONSIN); the American Defense Service Medal, Fleet Clasp (USS SARATOGA); the American Area Campaign Medal; the European-African-Middle Eastern Area Campaign Medal; the Asiatic-Pacific Area Campaign Medal; and the World War II Victory Medal.

Captain Cronin was married on November 22, 1921 to Miss Mary Addison Page of Friendship Heights, Maryland. They have one son, Angus Tyler Cronin, and a daughter, Joanne Mary Cronin.

In 1945 Captain Cronin's addresses were listed as 220 Wooten Avenue, Chevy Chase, D. C., and 829 Margarita Avenue, Coronado, California.

February 24, 1947

* * * * *

0882

CAPTAIN JOHN WATTS HARRIS, U.S. NAVY

Captain Harris, born in Junction City, Arkansas, April 28, 189 attended Junction City High School, and Davidson College, Davidson, North Carolina, before his appointment to the U.S. Naval Academy, Annapolis, Maryland, from his native state in 1917. Graduated and-commissioned Ensign in June 1920 with the Class of 1921 he progressed through the various grades to Commander, June 30, 1942 and Captain, April 1, 1943.

After graduation 1920 Captain Harris joined the armored cruise USS CHARLOTTE (ex-NORTH CAROLINA) and from 1921 to 1925 he had duty with Destroyer Squadrons, Battle Force. In January 1925 he was -- ordered to duty under instruction in flight training at the Pensacola Air Station, Pensacola, Florida. Designated naval aviator September 11, 1925, he has had continuous duty with naval aviation since that time. He then had duty with aircraft squadrons of the Fleet until 1928 and the following two years he was in command of Patrol Squadron 2, based at the Fleet Air Base, Coco Solo, Canal Zone.

From 1930 to 1932 Captain Harris had duty with Aircraft Squadrons, Battle Force. He then served in the Plans Division, Bureau of Aeronautics, Navy Department, Washington, D.C., from 1932 to 1935. The following year he was Assistant Air Officer of the USS LANGLEY, and from 1936 to 1938 he served consecutively as Aide and Flag Secretary on the Staff of Fleet Admiral (then Rear Admiral) Ernest J. King, USN, Commander Aircraft, Scouting Force and Aide and Flag Secretary, Commander Aircraft, Battle Force.

Captain Harris returned to the Bureau of Aeronautics, Navy Department, in 1939 serving in that bureau until 1940 when he was assigned duty in command of Patrol Squadron 11 and later Patrol Squadron 12. In July 1941 he became Navigator of the USS SARATOGA serving in that aircraft carrier for one year. He was then ordered to duty as Bureau of Aeronautics Representative on the United States Military Mission to Dakar, French West Africa serving from December 1942 to February 1943. For his services in that assignment he received a Letter of Commendation with authorization to wear the Commendation Ribbon from the Secretary of the Navy with the following citation:

Letter of Commendation:

"For outstanding performance of duty as Bureau of -- Aeronautics representative on the United States Military Mission to Dakar, French West Africa, from December 11, 1942 to February 23, 1943. By his keen -- initiative and expert knowledge of the problems involved, Commander Harris skillfully and ably assisted

Letter of Commendation (cont):

in arranging the technical details of aviation installations and operational facilities. His splendid work while serving in this capacity contributed materially to the accomplishment of plans set forth in the directives by Joint Chiefs of Staff and subsequently to the success of our operations in that vital theater of war."

Captain Harris had duty in the Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D. C. in August 1943 and in September of that year he had charge of fitting out the USS CAPE GLOUCESTER, assuming command of that aircraft carrier escort in December, 1944. In November, 1945 he was detached from that command and assigned duty in charge of fitting out the USS VALLEY FORGE (CV 45) launched November 18, 1945. He assumed command of the VALLEY FORGE upon her commissioning on November 3, 1946.

In addition to the Commendation Ribbon, Captain Harris is entitled to the American Defense Service Medal, the European-African-Middle Eastern Area Campaign Medal, and the World War II Victory Medal.

His official address is Junction City, Arkansas.

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Captain Harris is a member of the Army and Navy Country Club, Washington, D. C.

January 7, 1947

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REAR ADMIRAL MAURICE EUGENE BROWDER
U.S. NAVY, RETIRED

Maurice Eugene Browder was born in Indianapolis, Indiana, on October 22, 1897. He entered the U.S. Naval Academy, Annapolis, Maryland from the State of Indiana in 1916 and had sea duty as a Midshipman during the World War in the battleships DELAWARE and GEORGIA in the summer of 1917, and in the USS LOUISIANA and USS NEW HAMPSHIRE, in 1918. Graduated and commissioned Ensign on June 6, 1919; with the Class of 1920, he subsequently advanced to the rank of Captain, his date of rank June 20, 1942. On June 30, 1950 he was transferred to the Retired List of the Navy and advanced to the rank of Rear Admiral on the basis of combat citations.

After graduation in 1919, he was assigned to the USS NEW MEXICO and served in that battleship for four years. On June 30, 1923, he reported to the USS NEWPORT NEWS, and in August of that year joined the USS HELENA on the Asiatic Station. He was transferred to the USS BEAVER in August 1925, and returned to the United States in November of the same year. He then served in the destroyer MEYER from December 1925 until June 1926, when he was ordered to the Naval War College at Newport, Rhode Island, for Junior Course. He served in the Office of Naval Communications, Navy Department, Washington, D.C., from June 1927 until June 1928, at which time he was again ordered to sea duty.

Following six months' duty as Aide and Flag Lieutenant on the staff of Commander Battleship Division 4, Battle Fleet, he reported to the Naval Air Station, Pensacola, Florida, where he completed flight training in November 1929, being designated Naval Aviator on October 11, 1929. He served with Aircraft Squadrons Battle Fleet, based on the USS SARATOGA, from December 1929 until August 1931, and, returning to the United States, reported for duty in the Bureau of Aeronautics, Navy Department, where he served until June 1934.

He joined the USS TENNESSEE in July 1934, and had duty with Observation Squadron 2, attached to that battleship, from April 1935 to June 1936. On June 10 he assumed command of Training Squadron I attached to the USS WRIGHT and in June 1937 reported for a two-year tour of duty at the Naval Air Station, Pensacola, Florida. He then went aboard the USS YORKTOWN for duty from June 1939 until June 1940, while that carrier operated as Flagship of Commander, Aircraft, Battle Force, and Carrier Division 2, U.S. Fleet.

Following duty in connection with fitting out the USS CURTISS at the New York Shipbuilding Corporation plant at Camden, New Jersey, he served aboard from commissioning, November 15, 1940, first as Executive Officer, and from April 7 until December 3, 1942, in command. He then

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returned to the United States and reported for duty as Commanding Officer of the Naval Air Technical Training Center, Chicago, Illinois. For services in that assignment from December 1942 until January 1944, he received a Letter of Commendation with authority to wear the Commendation Ribbon from the Secretary of the Navy.

He assumed command on March 1, 1944 of the USS SANGAMON, and served in that command until February 4, 1945. For outstanding services during the period August 13 to November 9, 1944, in operations against the enemy in the Southwest Pacific Area, he was awarded a Legion of Merit with combat "V".

For "extraordinary heroism as Commanding Officer of the USS SANGAMON, while that ship was engaged in furnishing aerial support to our Amphibious Attack Groups landing troops on the shores of Leyte Gulf, Philippine Islands, from October 18 to 29, 1944...." he was awarded the Navy Cross. The citation continues in part: "....With his ship under almost constant attack by enemy suicide dive bombers during the Battle off Samar Island on October 25, (he) continued to direct vigorous aerial strikes against the Japanese fleet approaching Leyte Gulf and, by his expert technical ability and aggressiveness, contributed in large measure to the extensive and costly damage inflicted on the enemy surface forces...."

He is also entitled to the ribbon for and a facsimile of the Presidential Unit Citation awarded the USS SANGAMON for "extraordinary heroism in action against enemy forces in the air, ashore and afloat. The first escort carrier to prove the feasibility of complete night air group operations, the USS SANGAMON and her attached air groups struck with sustained fury at hostile warships, airborne and grounded planes and shore installations and remained on station to provide air support for ground operations. In the historic Battle for Leyte Gulf, these gallant officers and men aided substantially in turning back a large force of Japanese capital ships from San Bernardino Strait with heavy damage inflicted on the enemy....Her outstanding record of destruction to the enemy's vital ships, planes and emplacements is evidence of the SANGAMON's fighting spirit and of the gallantry and skill of her officers and men which enhance the finest traditions of the United States Naval Service."

Following duty from February 22, 1945 to November of that year as Commanding Officer of the Naval Air Station, Miami, Florida, he again joined the YORKTOWN, this time to command that aircraft carrier until July 1946. He then reported for duty as Commanding Officer, Training Bases, Corpus Christi, Texas. On September 18, 1946, he reported for

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duty in the Office of the Chief of Naval Operations, Navy Department, Washington, D.C., where he served as Head of the Shore Establishment, Aviation and Plans Section of the Material Control Branch of the Office of the Deputy Chief of Naval Operations (Logistics), until relieved of all active duty pending his retirement on June 30, 1950.

In addition to the Navy Cross, the Legion of Merit with Combat "V" the Commendation Ribbon and the Ribbon for the Presidential Unit Citation to the USS SANGAMON, Rear Admiral Browder has the Victory Medal, Atlantic Fleet Clasp (USS LOUISIANA); the American Defense Service Medal, Fleet Clasp (USS CURTISS); the Asiatic-Pacific Campaign Medal; the Philippine Liberation Ribbon with one star; the American Campaign Medal; and the World War II Victory Medal.

His usual residence, and that of his wife, Mrs. Evelyn M. Browder, and daughter, Frances Elizabeth, is 6636 Kenwood Avenue, Chicago, Illinois. Their local address is 2231 Bancroft Place, N.W., Washington District of Columbia.

1 July 1950

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REAR ADMIRAL WINFIELD SCOTT CUNNINGHAM
U.S. NAVY, RETIRED

Winfield Scott Cunningham was born in Rockbridge, Wisconsin on February 16, 1900, son of Fred M. and Ruth Moore Cunningham. He was appointed to the U.S. Naval Academy from his native state in 1916 after attending various Wisconsin public school. Graduated and commissioned Ensign on June 6, 1919, with the Class of 1920, he subsequently attained the rank of Captain on August 20, 1945, to date from June 10, 1943. He was transferred to the Retired List of the Navy on June 30, 1950, and advanced to the rank of Rear Admiral.

After graduation in 1919, he was assigned to the naval transport MARTHA WASHINGTON, and later served successively in the USS SCORPION and USS BORIE, in European waters. Transferred to duty with the Asiatic Fleet, he served at Canton, China, and in the USS WHIPPLE, based at Cavite, Philippine Islands. After his return to the United States, he joined the USS MILWAUKEE when she was commissioned, June 20, 1923, and served in her while she operated as a unit of Light Cruiser Division Scouting Fleet. He was then ordered to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on September 11, 1925, he rejoined the MILWAUKEE in October of that year, to serve with her aviation unit until early 1926, when he was ordered to duty with Aircraft Squadrons, Scouting Fleet, based on the USS WRIGHT.

Transferring in June 1926 to the aviation unit of the battleship OKLAHOMA, operating with Division 3, Battleship Divisions, Battle Fleet, he served for a year before reporting to the USS LANGLEY to serve with Observation Squadron 2 based on that carrier until June 1928. The two succeeding years he was on duty at the Naval Air Station, Pearl Harbor, T.H.

During his next period of sea duty, he served aboard the battleship CALIFORNIA, flagship of Battle Force with additional duty with Battle Force. From June 1933 until July 1935 he was Executive Officer of Training Squadron 8D5 at the Naval Academy, Annapolis, Maryland, and the following year was Executive Officer of Fighting Squadron 2, based on the aircraft carrier LEXINGTON. In November 1936 he was assigned duty in charge of assembling and training a fighter squadron for the USS YORKTOWN, and from April 1937 until June 1938 commanded Fighting Squadron 7, later redesignated Fighting Squadron 5, based on that carrier. The two succeeding years he was in command of the Naval Reserve Aviation Base, Oakland, California.

In May 1940, he joined the USS WRIGHT, and served as her Navigator until November 1941. He reported for duty on November 28, as Officer in Charge, All Naval Activities, Wake Island. He was awarded the Navy Cross for "distinguished and heroic conduct in the line of

his profession in the defense of Wake Island, December 7 to 22, 1941."

He is also entitled to the Ribbon for and a facsimile of the Presidential Unit Citation awarded Navy and Marine personnel for "courageous conduct against an overwhelming superiority of enemy air, sea, and land attacks" during the period December 8 to 22, 1941...."

Following the capture of Wake Island by the Japanese on December 23, 1941, Rear Admiral (then Commander) Cunningham, was a prisoner of war of the Japanese. On August 23, 1945, he was contacted by an Army Emergency Liaison Team from the Peiping, China Area, after escaping twice and being retaken by the Japanese. He was subsequently returned to the United States by air transportation, and received orders under date of September 10, 1945, cancelling the unexecuted portion of his orders of October 31, 1941 (to duty as Commander, Naval Air Station, Johnston Island); detaching him from all duties; and ordering him to the National Naval Medical Center, Bethesda, Maryland, for a physical checkup.

He reported in November 1945 for temporary duty in the Bureau of Naval Personnel, Navy Department, Washington, D.C., and on May 3, 1946, was ordered to duty as Commanding Officer of the USS CURTISS (AV-4). Relieved of that command in June 1947, and ordered to duty as Commanding Officer, Naval Technical Training Center, Memphis, Tennessee, he remained there until relieved of all active duty pending his retirement on June 30, 1950.

In addition to the Navy Cross and the Ribbon for the Presidential Unit Citation, Rear Admiral Cunningham has the World War I Victory Medal; the American Defense Service Medal; the Asiatic-Pacific Campaign Medal; the Philippine Defense Ribbon; and the World War II Victory Medal.

Rear Admiral Cunningham's official address and that of his wife, the former Louise Dadey of Oakland, California, is Annapolis, Maryland. They presently reside in Memphis, Tennessee.

1 July 1950

0889

ADMIRAL GEORGE HARBORD DEBAUN
UNITED STATES NAVY, RETIRED

George Harbord DeBaun was born in Bushong, Kansas on May 10, 1897. He was attending Kansas State Agricultural College when appointed a midshipman from the Fourth Congressional District of Kansas, and entered the United States Naval Academy, Annapolis, Maryland, in July, 1916. During World War I he served in battleships of the Atlantic Fleet in the summer months. He graduated and was commissioned Ensign on June 4, 1920. Subsequently he was promoted in rank, attaining the rank of Captain to date from September 11, 1942. On June 30, 1950 he transferred to the Retired List of the Navy, and was advanced to Rear Admiral on the basis of combat awards.

Upon leaving the Naval Academy in 1920, he was assigned to the USS IDAHO for duty with Battleship Division 5, Battle Fleet. When detached from the IDAHO in May, 1923 he was ordered to the Naval Air Station, Pensacola, Florida, for instruction and flight training, and on January 11, 1924 he was designated Naval Aviator #3118. In April, 1924 he had orders to duty with Aircraft Squadrons, Battle Fleet, and served until the following January with Observation Plane Squadron 2 aboard the USS AROOSTOOK, the next six months with Observation Squadron 1 in the USS WEST VIRGINIA, and briefly in the USS LANGLEY until July, 1925. He then reported to the Postgraduate School, Annapolis, for instruction in Radio Engineering. The month of August, 1926 he was on duty in the Navy Department, Washington, D.C., Office of Naval Communication, and the school year 1926-1927, he attended Harvard University, Cambridge, Massachusetts, where he received the Master of Science Degree in Communication Engineering.

From October, 1927 to November, 1928 he served at Naval Air Station, Anacostia, D.C. Thereafter, from December, 1928 to June, 1930, he was attached to Bombing Squadron 2B, Aircraft Squadrons, Battle Fleet, aboard the USS SARATOGA in the Pacific. The following year, he served as Aide and Squadron Radio Officer on the staff of Commander Aircraft Squadrons, still in the SARATOGA, flagship. Returning to the Navy Department in June, 1931, he was assigned to the Bureau of Engineering, Radio and Sound Division. When detached in July, 1934 he had duty at sea in the USS LEXINGTON, a unit of Carrier Division 1, Battle Force, and served two years in the Air Department.

For three years, June, 1936-1939, he served in the Bureau of Aeronautics, Navy Department, Radio and Electrical Engineering Division. For the year July 1939-1940, he was Commanding Officer of Torpedo Squadron 6, based on the USS ENTERPRISE. In September, 1940 he reported to the New York Shipbuilding Corporation, Camden, New Jersey, where the USS CURTISS was fitting out, and when in commission he had duty aboard that seaplane tender as Air Officer. The CURTISS was with the Pacific Fleet at Pearl Harbor, and after the entrance of the United States into the war with Japan in December, 1941, he transferred to the USS TANGIER for duty as Executive Officer. In April, 1942, he assumed command of that seaplane tender.

Detached from sea duty in September, 1942, he reported to the Navy Department, Office of the Chief of Naval Operations, and served in the Division of Naval Communications for a two year tour. From November, 1944 to September, 1945 he was Commanding Officer of the

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USS COWPENS, which operated with Task Force 38-58. He was awarded the Legion of Merit, and Gold Star in lieu of a second Legion of Merit, both with combat distinguishing device, V, for this period of service. The COWPENS with her attached air groups was awarded the Navy Unit Commendation Ribbon for a period including this final year of the war. The citations follow:

Legion of Merit, with Combat V: "For exceptionally meritorious conduct . . . in action against enemy Japanese forces in the Pacific War Area from February 10 to March 4, 1945. A skillful seaman, Captain DeBaun maneuvered his ship to the best tactical advantage during attacks on enemy aircraft, shipping and installations and . . . directed his air detachment in carrying out strikes which resulted in the sinking of three enemy ships and the probably sinking of ten others, the destruction of twenty-four hostile planes and the probable destruction of twenty-seven others. . ."

Gold Star in lieu of a second Legion of Merit: ". . . as Commanding Officer of a United States warship operating in a Fast Carrier Task Group in Western Pacific waters from 1 July 1945 to the close of hostilities against the Japanese Empire on 15 August 1945. During this time he participated in strikes against Kyushu, Shikoku, Honshu and Hokkaido. Throughout this period of unremitting offensive activity he distinguished himself by the most exemplary conduct . . . his ship was maintained at a high peak of combat readiness and fighting efficiency, and her performance in action reflected his inspiring leadership and determination. . ."

Navy Unit Commendation to the USS COWPENS and her attached Air Groups: "For outstanding heroism in action against the enemy Japanese forces in the air, ashore and afloat in the Pacific War Area from October 4, 1943, to August 15, 1945. Operating continuously in the most forward area, the USS COWPENS and her air groups struck crushing blows toward annihilating Japanese fighting power; they provided air cover for our amphibious forces; they fiercely countered the enemy's aerial attacks and destroyed his planes; and they inflicted terrific losses on the Japanese in Fleet and merchant marine units sunk or damaged. . ."

When relieved of command of the COWPENS in September, 1945, he returned to the Office of Chief of Naval Operations, Division of Communications, and had duty for two years. In October, 1947 he reported for duty at the Naval Air Development Center, Johnsville, Pennsylvania, serving as Director of the Aeronautical Electronics and Electrical Laboratory. He was so serving when relieved of active duty pending his retirement on June 30, 1950.

In addition to the Legion of Merit and Gold Star in lieu of a second Legion of Merit, both with Combat V, and the Navy Unit Commendation Ribbon, Rear Admiral DeBaun has the Victory Medal, Atlantic Fleet Clasp; American Defense Service Medal, Fleet clasp; Asiatic-Pacific Campaign Medal; American Campaign Medal; World War II Victory Medal, Navy Occupation Service Medal, Asia Clasp; and Philippine Liberation Ribbon. He also has the French Legion of Honor (Chevalier).

With his wife, Mrs. Laurette Gertrude DeBaun, he resides in Clearwater, Florida. His daughters are Georganne Edith and Daisy Katherine DeBaun.

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REAR ADMIRAL JAMES ROGERS DUDLEY
U.S. NAVY, RETIRED

James Rogers Dudley was born in Hannibal, Missouri on December 25, 1898, son of Claude C. and Mrs (Lena Thompson James) Dudley. He attended Hannibal High School and William Jewell College in Liberty, Missouri, where he was a member of the Sigma Nu fraternity. He was appointed Midshipman after completing one college year, and entered the U.S. Naval Academy, Annapolis, Maryland in 1917. While there he had World War I service in the summer of 1918, aboard the USS MISSOURI, a unit of the Atlantic Fleet. Graduated and commissioned Ensign with the Class of 1921 on June 6, 1920, he subsequently attained the rank of Captain to date from June 20, 1942. He was transferred to the Retired List of the Navy on June 30, 1950, and advanced to the rank of Rear Admiral.

After graduation from the Naval Academy in 1920, he served in the USS ARKANSAS and later the USS THORNTON until September 1921, when he reported to the Naval Torpedo Station, Newport, Rhode Island, for instruction in torpedoes. From December 1921 until April 1928 he had successive duty in the USS KIDDER operating with Destroyer Squadron 12, Battle Fleet, and the USS PARROTT, a unit of Destroyer Division 39, on Asiatic Station. Following duty in the Eighth Naval District, New Orleans, Louisiana, from June 1928 until January 1930, he reported to the Naval Air Station, Pensacola, Florida, for flight training. He was designated Naval Aviator on July 28, 1930.

In October 1930, he joined Torpedo Squadron 2, based on the flagship of Aircraft Squadrons, Battle Fleet, SARATOGA, and served with that Squadron until June 1933, when he returned to the Pensacola Air Station where he was on duty for two years. In June 1935 he was ordered to Observation Squadron 1, aviation unit of the USS NEW YORK, assuming command of that Squadron in June 1936, and continuing in command after VO-1 was transferred in June 1937 to the USS ARIZONA.

He next served as a member of the Naval Examining Board, Navy Department, Washington, D.C., until June 1940, when he was ordered to duty in charge of the conversion of the USS BALLARD at San Diego, California. He commanded that seaplane tender from her recommissioning, June 25, 1940, until April 1941. In May he was assigned duty as Navigator of the USS LEXINGTON, which served with distinction in three engagements with the Japanese before she was lost in the Battle of the Coral Sea on May 8, 1942.

In February 1942 a Task Force built around the LEXINGTON, attempted a surprise attack on Rabaul, New Britain. The carrier was discovered by enemy planes but succeeded in shooting down 16 of the 18 attacking Japanese aircraft. In March, the LEXINGTON, in company with the carrier YORKTOWN and supporting ships, successfully raided the New Guinea

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ports of Lae and Salamau, damaging or sinking a number of enemy war vessels and transports. During the Battle of the Coral Sea, May 7-8, 1942, which effectively checked the Japanese in their advance to the southward, and was the first major engagement in naval history in which surface ships did not exchange a single shot, aircraft from the LEXINGTON and the YORKTOWN sank the Japanese carrier SHOHU and severely damaged another. The LEXINGTON, severely damaged in this engagement, was abandoned with small personnel loss and ordered sunk.

Rear Admiral (then Commander) Dudley received a Letter of Commendation with authorization to wear the Commendation Ribbon and Combat "V" from the Secretary of the Navy for "outstanding devotion to duty as Navigator of the USS LEXINGTON during action against enemy Japanese forces in the Battle of the Coral Sea, May 7 and 8, 1942....(he) contributed immeasurably to the success attained by our forces in this vital area. His cool and courageous conduct under fire and his intrepid leadership were an inspiration to his associates and in keeping with the highest traditions of the United States Naval Service."

Following the loss of the LEXINGTON, he commanded the Naval Air Station, Talmara, Hawaii, from August 1942 until February 1943. Returning to the United States, he served as Air Officer on the staff of Commander Gulf Sea Frontier, Miami, Florida, until September 27, 1943. For a year thereafter, he commanded the USS CORE, which operating in the Atlantic with her sister ships, the escort carriers CARD and SANTEE, sank two-thirds of all German U-boats attacked.

On October 27, 1944, he reported for duty as Director of Flight Training, Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D.C. In November 1945 he returned to Hawaii for a tour of duty as the Commanding Officer of the Naval Air Station, Pearl Harbor. On September 22, 1947, he was ordered relieved of that assignment and to duty as Chief Staff Officer on the Staff of Commander Bremerton Group, Pacific Reserve Fleet, Bremerton, Washington. He remained there until relieved of all active duty pending his retirement on June 30, 1950.

In addition to the Commendation Ribbon with Combat "V," Rear Admiral Dudley has the Victory Medal, Atlantic Fleet Clasp (USS MISSOURI) the Yangtze Service Medal (USS PARROTT); the American Defense Service Medal; the Asiatic-Pacific Campaign Medal; the American Campaign Medal; and the World War II Victory Medal.

His wife is the former Miss Emily Blanchard of New Orleans, Louisiana. Their official address is 209 South Maple Avenue, Hannibal, Missouri.

1 July 1950

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COMMODORE ARTHUR GAVIN,
UNITED STATES NAVY, RETIRED

Arthur Gavin was born in Ashland, Wisconsin, on October 23, 1895, and was graduated from the University of Wisconsin at Madison in 1917. He enlisted as an Apprentice Seaman in the U. S. Navy in December of that year, and served during World War I. After flight instruction at the Naval Air Station, Pensacola, Florida, he was commissioned Ensign and designated Naval Aviator #1242 in the U. S. Naval Reserve Force on September 14, 1918. He was promoted to Lieutenant (junior grade), April 1, 1920; Lieutenant, July 1, 1920; was transferred to the Regular Navy in that rank and subsequently was promoted as follows: Lieutenant Commander, December 9, 1931; Commander, August 1, 1938; Captain, June 23, 1942, and Commodore, November 2, 1945, reverting to Captain on August 26, 1947. On July 1, 1949, he was transferred to the Retired List and advanced in grade to that of Commodore.

In October 1918, he was ordered to duty at the Naval Air Station, Pensacola, Florida, and the following October he was ordered to the Naval Recruiting Station, Houston, Texas, for duty in connection with recruiting aviation mechanics. From January 1920 to June 1923 he had duty at the Naval Air Station, San Diego, California.

Ordered to Aircraft Squadrons, Scouting Fleet, in June 1923, he was assigned duty with Scouting Plane Squadron ONE, attached to the aircraft tender WRIGHT, and in June 1925 was transferred to Scouting Squadron ONE, based on the aircraft carrier LANGLEY. While serving in this assignment he made the historic flight from the West Coast to Hawaii. Detached from Scouting Squadron ONE, in January 1926, he had duty in the USS MEDUSA until June of that year. The following two years he had duty as a Test Pilot at the Naval Aircraft Factory, Navy Yard, Philadelphia, Pennsylvania.

In 1927, using the first pair of Wright cyclone engines ever made, he won the Schiff Trophy (annual presentation for the greatest number of hours flown with safety to personnel and material), when he set an endurance record of thirty-seven hours in the air. His record for that year was eight hundred and sixty-five hours and twenty minutes.

He joined Observation Squadron THREE (later redesignated Scouting Squadron FIVE), in August 1928, and was based aboard the USS MEMPHIS, operating on Asiatic Station. Transferred to Scouting Squadron FIVE, aviation unit of the USS MARBLEHEAD, in November 1929, he served with that squadron until August 1930, when he returned to the United States for duty at the Naval Air Station,

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Anacostia, D. C., serving in that assignment until May 1933. The succeeding two years he commanded Torpedo Squadron ONE, and later Bombing Squadron ONE, based on the aircraft carrier LEXINGTON.

Between June 1935 and May 1937, he had duty as a Designer of dive-bombers in the Engineering Division, Bureau of Aeronautics, Navy Department, Washington, D. C. He served as Navigator and later Air Officer of the aircraft carrier LANGLEY from May 1937 until June 1939, when he was assigned duty as Operations Officer on the staff of the Commander, Patrol Wing THREE. From January 1941 until December 1942 he was Commander Patrol Wing SEVEN, and Patrol Wing THREE, successively.

On December 14, 1942, he assumed command of the Naval Air Station, Miami, Florida, and in August 1943 was designated Commandant, Naval Air Station, Jacksonville, Florida. Detached from that duty in April 1944 he assumed command of the USS RANGER, and on April 24 she departed from Staten Island, New York, for Casablanca with a cargo of U. S. Army P-38 airplanes, plus a passenger group of Allied service personnel.

He was in tactical command as Commander Task Group TWENTY-SEVEN POINT ONE and the RANGER remained at Casablanca from May 4 to May 7, casting off on the latter date with nineteen war-worn U. S. Army airplanes, plus a passenger group of Allied service personnel. On returning to the United States the RANGER under his command reported to Norfolk, Virginia, for reconditioning and addition of a modern Combat Information Center, and new radar equipment. Transferred to the Pacific the RANGER operated on transport duty and acted as a carrier qualification training ship.

Detached from command of the RANGER in January 1945, he assumed duty as Commander, Fleet Air Wing FIVE, commanding that group from February to July 1945. He assumed command, on August 17, 1945, of the Naval Air Base, Philippine Islands, with additional duty as Commander, Naval Air Base, Samar Island, Philippine Islands. In January 1946 he was ordered to duty as Commander, Fleet Air Wing TEN, with additional duty as Commander, Aircraft, Philippine Sea Frontier. He was assigned to the Naval Air Material Center, Philadelphia, Pennsylvania, in June 1947, and continued to serve in that duty until July 1, 1949, when he was transferred to the Retired List of the U. S. Navy.

Commodore Gavin has the World War I Victory Medal, the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal; the World War II Victory Medal; and the Philippine Independence Ribbon.

His official address is 1505 Ninth Avenue, West, Ashland, Wisconsin.
8 March 1950.

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CAPTAIN HAROLD FOSTER FICK, U. S. NAVY (1. 11. 11. 11.)

Captain Fick, born in St. Joseph, Missouri, January 3, 1899, attended high school in Winfield, Louisiana, before his appointment to the U. S. Naval Academy from the Eighth District of Louisiana in 1916. While a Midshipman he served in the summer of 1918 in the U.S.S. RHODE ISLAND which operated with the Atlantic Fleet during the World War. Graduated and commissioned Ensign in June 1919, with the Class of 1920, he progressed in grade until his promotion to Captain June 18, 1942.

After graduation, Captain Fick served consecutively in the U.S.S. TROY, the U.S.S. NEW JERSEY, and the U.S.S. HUNT until June 1922 when he reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator June 23, 1923, he has served continuously with naval aviation since that time. He was attached to Patrol Squadron 6 of the aircraft tender WRIGHT, flagship of Aircraft Squadrons, Scouting Fleet, from September to November 1923, when he joined Torpedo and Bombing Squadron 1, Naval Air Station, Hampton Roads, Virginia, for duty in connection with the establishment of Observation Squadron 6. He served with this Squadron, the first to place planes aboard Atlantic Battleships, until January 1926, and was attached to the U.S.S. NEW YORK at the time of his detachment.

In January 1926, Captain Fick returned to the Pensacola Air Station where he was an instructor until July 1928, and following duty with Observation Squadron 2, aviation unit of the U.S.S. TENNESSEE, served from September 1928 until November 1929 with Observation Squadron 4, aviation unit of the battleship CALIFORNIA. He again had duty at the Pensacola Station from December 1929 until June 1932 and the two succeeding years served with Torpedo Squadron 2, based on the aircraft carrier SARATOGA. He next served with Fighting Squadron 2, based on the carrier LEXINGTON, until June 1935 when he reported to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he was on duty in the Plans Division for two years.

From September 1937 until November 1938, Captain Fick was attached as gunnery officer on the staff of the Commander, Carrier Division 2, of which the original aircraft carrier YORKTOWN was flagship, serving consecutively under Rear Admiral (now Vice Admiral, Retired) Charles A. Blakely, U.S.N., and Rear Admiral (now Admiral) William F. Halsey, U.S.N., who held that command.

Captain Fick commanded the converted seaplane tender CHILDS in the Pacific from December 1938 until May 1940. Following duty at the Naval Air Station, Pensacola, Florida, from July to October 1940, he assisted in the establishment of the Naval Air Station at Corpus Christi, Texas, where he served as Superintendent of Training from the commissioning of the Station March 12, 1941.

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CAPTAIN HAROLD FOSTER FICK, U. S. NAVY (RETIRED)

Captain Fick, born in St. Joseph, Missouri, January 3, 1899, attended high school in Winfield, Louisiana, before his appointment to the U. S. Naval Academy from the Eighth District of Louisiana in 1916. While a Midshipman he served in the summer of 1918 in the U.S.S. RHODE ISLAND which operated with the Atlantic Fleet during the World War. Graduated and commissioned Ensign in June 1919, with the Class of 1920, he progressed in grade until his promotion to Captain June 18, 1942.

After graduation, Captain Fick served consecutively in the U.S.S. TROY, the U.S.S. NEW JERSEY, and the U.S.S. HUNT until June 1922 when he reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator June 23, 1923, he has served continuously with naval aviation since that time. He was attached to Patrol Squadron 6 of the aircraft tender WRIGHT, flagship of Aircraft Squadrons, Scouting Fleet, from September to November 1923, when he joined Torpedo and Bombing Squadron 1, Naval Air Station, Hampton Roads, Virginia, for duty in connection with the establishment of Observation Squadron 6. He served with this Squadron, the first to place planes aboard Atlantic Battleships, until January 1926, and was attached to the U.S.S. NEW YORK at the time of his detachment.

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From September 1937 until November 1938, Captain Fick was attached as gunnery officer on the staff of the Commander, Carrier Division 2, of which the original aircraft carrier YORKTOWN was flagship, serving consecutively under Rear Admiral (now Vice Admiral, Retired) Charles A. Blakely, U.S.N., and Rear Admiral (now Admiral) William F. Halsey, U.S.N., who held that command.

Captain Fick commanded the converted seaplane tender CHILDS in the Pacific from December 1938 until May 1940. Following duty at the Naval Air Station, Pensacola, Florida, from July to October 1940, he assisted in the establishment of the Naval Air Station at Corpus Christi, Texas, where he served as Superintendent of Training from the commissioning of the Station March 12, 1941.

until October 1942 when he became Chief of Staff of the Naval Air Intermediate Training Command there. During this assignment he had additional temporary duty early in 1942 as Naval Observer (Air), at the American Embassy, London, England.

In December 1942 Captain Fick was transferred to duty as Chief of Staff, Air Intermediate Training Command, at the Pensacola Station where he had won his wings in 1923. For his services in staff duty which extended to May 1943, he received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy, with the following citation:

"For outstanding performance of duty as Chief of Staff of the Naval Air Intermediate Training Command at Corpus Christi, Texas, and Pensacola, Florida, from October 2, 1942, to May 14, 1943. As a result of his efficient planning and untiring effort, Captain Fick was instrumental in the creation of the new Intermediate phase of flight training, involving improvement and standardization of training syllabi, equalizing of student loads, procurement and assignment of aircraft and the construction of additional facilities. Faced by numerous handicaps in organizing the program at a time of sudden expansion Captain Fick displayed a thorough comprehension of the problems involved and, by his aggressive initiative, contributed to the efficient, economical and superb training of our Naval aviators during a period of vital and grave importance. His inspiring leadership was in keeping with the highest traditions of the United States Naval Service."

Captain Fick commanded an escort carrier from May 22, 1943, until July 11, 1944, and for his services in command of this ship while she was operating in the Atlantic, and later in the Pacific, he received the Bronze Star Medal, and the Legion of Merit, with the following citations:

Bronze Star Medal:

"For meritorious achievement as Commanding Officer of an Escort Carrier and as an Atlantic Fleet Anti-Submarine Task Group Commander in action against the enemy in the Atlantic Area. During a period of intense submarine and anti-submarine activity, Captain Fick maintained a continuous offensive, directing the forces under his command in locating hostile undersea craft and in launching aggressive attacks. By his forceful leadership and determined tactics, Captain Fick contributed essentially to the sinking or

0898

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BRONZE STAR MEDAL:

"For meritorious achievement as Commanding Officer of an Escort Carrier and as an Atlantic Fleet Anti-Submarine Task Group Commander in action against the enemy in the Atlantic Area. During a period of intense submarine and anti-submarine activity, Captain Fick maintained a continuous offensive, directing the forces under his command in locating hostile undersea craft and in launching aggressive attacks. By his forceful leadership and determined tactics, Captain Fick contributed essentially to the sinking or

probable destruction of a large proportion of the German submarines attacked."

LEGION OF MERIT:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of a United States Aircraft Carrier during action against enemy Japanese forces in the forward Areas of the Pacific from May 1943, to July 1944. Valiant and aggressive in the performance of duty, Captain Fick operated successfully for extended periods of time in dangerous waters, rendering invaluable assistance in the support of vital amphibious activities. By his courageous initiative, aggressiveness and forceful leadership, Captain Fick contributed materially to our sustained drive against the Japanese."

He is also entitled to the ribbon for and a facsimile of the Presidential Unit Citation awarded the U.S.S. SANTEE with the following citation:

PRESIDENTIAL UNIT CITATION--USS SANTEE:

"For extraordinary heroism in action against enemy forces in the air, ashore and afloat. Operating in the most advanced areas, the U.S.S. SANTEE and her attached air squadrons struck with sustained fury at hostile warships, aircraft, merchant shipping and shore installations in the face of frequent and prolonged enemy air attacks. During the historic Battle for Leyte Gulf, the valiant SANTEE withstood successively the shattering explosion of a suicide plane in her flight deck and a torpedo hit in her bow, stoutly conducting flight operations and fighting her antiaircraft guns throughout the period of emergency repairs. Despite the strain of constant alerts and long periods of unrelieved action, she sent out her planes to support our landing operations and land offensives and to destroy the enemy's vital airfields and his camouflaged coastal areas. The SANTEE's illustrious record of combat achievement reflects the highest credit upon her gallant officers and men and upon the United States Naval Service."

On August 7, 1944, Captain Fick reported for duty as Director Aviation Planning Division, Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D.C., and transferred to the Retired List of the Navy on December 19, 1946.

0900

probable destruction of a large proportion of the German submarines attacked."

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On August 7, 1944, Captain Fick reported for duty as Director Aviation Planning Division, Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D.C., and transferred to the Retired List of the Navy on December 19, 1946.

In addition to the Legion of Merit, the Bronze Star Medal, the Commendation Ribbon and the Presidential Unit Citation (U.S.S. SANTEE), Captain Fick has the Victory Medal, Atlantic Fleet Clasp (U.S.S. RHODE ISLAND); the American Defense Service Medal, Fleet Clasp (U.S.S. CHILDS); the European African-Middle Eastern Area Campaign Medal; and the Asiatic-Pacific Area Campaign Medal and the World War II Victory Medal.

His official address is 2171 Chatfield Drive, Cleveland Heights, Ohio. He and his wife, the former Frances Brent of Pensacola, Florida, live at 911 Twenty-Sixth Place South, Arlington, Virginia.

24 October 1947.

0902

In addition to the Legion of Merit, the Bronze Star Medal, the Commendation Ribbon and the Presidential Unit Citation (U.S.S. SANTEE), Captain Fick has the Victory Medal, Atlantic Fleet Clasp (U.S.S. RHODE ISLAND); the American Defense Service Medal, Fleet Clasp (U.S.S. CHILDS); the European African-Middle Eastern Area Campaign Medal; and the Asiatic-Pacific Area Campaign Medal and the World War II Victory Medal.

His official address is 2171 Chatfield Drive, Cleveland Heights, Ohio. He and his wife, the former Frances Brent of Pensacola, Florida, live at 911 Twenty-Sixth Place South, Arlington, Virginia.

24 October 1947.

0903

READ ADMIRAL DOUGLASS POLLOCK JOHNSON
UNITED STATES NAVY, RETIRED

Douglass Pollock Johnson was born in Mexico, Missouri, on November 22, 1896. He graduated from Missouri Military Academy in that city, and for one year attended Westminster College, Fulton, Missouri, before being appointed a midshipman from the Ninth District of Missouri, and entered the United States Naval Academy, Annapolis, Maryland, in June, 1916. He made summer cruises in the battleships LOUISIANA, ARKANSAS, and PENNSYLVANIA, which operated with the Atlantic Fleet during the first World War. He was graduated and commissioned Ensign in June, 1919 with the Class of 1920, and was subsequently advanced in rank to that of Captain to date from June 20, 1942. His transfer to the Retired List of the Navy in the rank of Rear Admiral dates from July 1, 1950.

When detached from the Naval Academy in June, 1919, he joined the USS CHARLESTON in which he served until July, 1920. After serving three months in the USS MICHIGAN, he was assigned to the Destroyer Force, Atlantic Fleet, for duty in the USS HARADEN. Transferring to duty in the Destroyer Force, Pacific Fleet in June, 1921, he had consecutive assignments in the USS MACKENZIE, the USS BUCHANAN, with additional duty as her Torpedo Officer, and the USS CHASE, until May, 1922. He then reported aboard the USS NEVADA for transport to the East Coast, arriving on June 7, 1922. After several weeks at the Naval Receiving Barracks, Hampton Roads, Virginia, he boarded the USS WRIGHT for passage to the Naval Air Station, Pensacola, Florida, reporting on June 30, 1922 for instruction in heavier-than-aircraft.

Upon completion of instruction, he was designated Naval Aviator and detached on December 26, 1922. On January 3, 1923 he reported for temporary duty involving flying with Aircraft Squadrons, Scouting Fleet, aboard the USS WRIGHT at Hampton Roads, later at the Naval Academy, Annapolis. When detached from Aircraft Squadrons, Scouting Fleet in September, 1925, he had duty as Instructor in the Department of Engineering and Aeronautics at the Naval Academy, until July, 1928. After instruction in connection with the bombsight at Naval Proving Ground, Dahlgren, Virginia, he was detached on November 1, 1928 and assigned to Torpedo Squadron TWO, Aircraft Squadrons, Battle Fleet, aboard the USS SARATOGA. In October, 1930, that Squadron was redesignated Torpedo Squadron TWO-B, Carrier Division TWO, U.S. Fleet.

For two years, July 1931-1933, he had shore duty at the Naval Air Station, Naval Operating Base, Hampton Roads. He then was ordered to the USS CALIFORNIA, flagship of Commander Battle Force, for duty as Senior Aviator of the Aviation unit of that battleship. From July, 1935 to May, 1937, he was Commanding Officer of Patrol Squadron TWO, Aircraft Squadrons, based on Coco Solo, Canal Zone. He reported on May 30, 1937 to the USS ENTERPRISE, and two days later assumed command of Torpedo Squadron EIGHT-B. After one month the title was changed to Torpedo Squadron SIX, and he continued in command when the Squadron was transferred, in September, 1937, to the USS YORKTOWN. He returned the Squadron to the USS ENTERPRISE in May, 1938, and soon thereafter he was relieved as Commanding Officer, but remained aboard the ENTERPRISE for other duty. From April 19, 1939 to May 29, 1940 he was Air Officer of that aircraft carrier.

Relieved of duty in the ENTERPRISE, he reported in June, 1940 to the Navy Department, Washington, D.C. After attending the Naval Examining Board, he was assigned to the Bureau of Aeronautics for duty, and served until September, 1942. He then had duty in connection with fitting out Patrol Wing SIX at the Naval Air Station, Seattle, Washington, and was in command until November 13, 1943. Reporting to the Naval Air Station, Astoria, Oregon, he assisted with fitting out the USS FANSHAW BAY, CVE Pre-commissioning detail. He assumed command of that escort carrier upon her commissioning, and joining the Fleet in the Pacific War Area, the FANSHAW BAY became a part of Task Unit 77.4.3. She was twice awarded the Presidential Unit Citation, once as an individual vessel, and once as part of that Task Unit. The citations follow:

Presidential Unit Citation to the USS FANSHAW BAY, and her attached Air Squadrons: (June 15, 1944 to July 27, 1945)

"For extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat. Operating continuously in the most advanced areas, the USS FANSHAW BAY and her air squadrons destroyed or damaged hostile warships, aircraft, merchant shipping and shore installations despite frequent and sustained air attacks. She sent out her planes repeatedly in spotting and strike missions to annihilate the enemy's ground installations, troops, tanks, trucks and parked aircraft and to destroy his airborne planes. Operating as a highly disciplined and superbly coordinated team throughout 124 days of action (they) achieved an illustrious record of performance in combat which reflects the highest credit upon her gallant officers and men . . ."

Presidential Unit Citation to Task Unit 77.4.3:

"For extraordinary heroism in action against powerful units of the Japanese Fleet during the Battle off Samar, Philippines, October 25, 1944. Silhouetted against the dawn as the Central Japanese Force steamed through San Bernardino Strait toward Leyte Gulf, Task Unit 77.4.3 was suddenly taken under attack. . . Quickly laying down a heavy smoke screen the gallant ships of the Task Unit waged battle fiercely against the superior speed and fire power of the advancing enemy, swiftly launching and rearming aircraft and violently zigzagging in protection of vessels stricken by hostile armor-piercing shells . . and suicide bombers. With one carrier of the group sunk, others badly damaged and squadron aircraft, . . two of the Unit's valiant destroyers and one destroyer escort charged the battleships point-blank and, expending their last torpedoes in desperate defense of the entire group, went down under the enemy's heavy shells as a climax to two and one half hours of sustained and furious combat. . ."

Rear Admiral Johnson was awarded the Navy Cross "For extraordinary heroism as Commanding Officer of the USS FANSHAW BAY," the citation continuing: ". . . in the Battle off Samar Island, October 25, 1944. When a formidable column of Japanese battleships, cruisers and destroyers attacked our small Task Unit of Escort Carriers, (he) skillfully maneuvered his ship to avoid crippling blows from an enemy force vastly superior in numbers, armor, firepower and speed, successfully brought the FANSHAW BAY through this history making battle, thereby contributing essentially to the eventual rout of this powerful Japanese force. . ."

0905

When relieved of command of the FANSHAW BAY on January 10, 1945, five days later he assumed command of the USS RANGER, then operating out of San Diego, California, as a training ship. He was awarded the Letter of Commendation with Ribbon by the Commander-in-Chief, Pacific "for meritorious achievement as Commanding Officer of the USS RANGER, from January 15 to September 15, 1945 . . . during carrier qualification of (Navy and Marine) pilots. . ." the practice landings amounting to as much as 480 in a single day.

When detached from the RANGER, he had orders dated March 18, 1946 as Commander of Naval Air Bases, Eighth Naval District, New Orleans, Louisiana, and served in that command until ordered later in 1946 to duty on the staff of Commander Air Bases, Fifteenth Naval District, Coco Solo, Canal Zone, assuming duty as Commander at a later date. In the spring of 1948 he transferred to duty on the staff of Commander Eastern Sea Frontier, New York, New York, and served one year. He then reported for duty as Commander, Naval Air Bases, Fourth Naval District, Philadelphia, Pennsylvania. He was so serving when relieved of active duty and transferred to the Retired List of the Navy, effective July 1, 1950.

In addition to the Navy Cross, the Presidential Unit Citation Ribbon with Gold Star, and the Commendation Ribbon, Rear Admiral Johnson has the Victory Medal, Atlantic Fleet Clasp, the American Defense Service Medal, Base Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal; Philippine Liberation Ribbon; and World War II Victory Medal.

He was married in 1930 to Miss Ann Timberlake, of Indianapolis, Indiana. Their daughter is Miss Diane Johnson. Usual residence, 444 Riddle Road, Cincinnati, Ohio.

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26 September 1950

0906

REAR ADMIRAL CAMPBELL KEENE,
UNITED STATES NAVY, RETIRED

Campbell Keene was born in Augusta, Maine, on December 25, 1893, son of George Butts Keene and Margaret Campbell Keene. He attended Phillips Exeter Academy and the Bowdoin College before his enrollment in the U.S. Naval Reserve Force on November 26, 1917 as a Seaman, second class. He was called to active duty in April, 1918 and was commissioned Ensign on November 6, 1918, while serving with the Naval Reserve Flying Corps, Washington, D.C. He subsequently entered the United States Navy, was advanced in grade to the rank of Captain to date from June 20, 1942. On June 30, 1950 he was transferred to the Retired List of the Navy in the rank of Rear Admiral, promoted on the basis of combat awards.

In December, 1918 he was sent to the Naval Air Station, Hampton Roads, Virginia, and after several months he was ordered to the USS SHAWMUT, flagship of the Air Detachment, Atlantic Fleet. After serving eighteen months aboard, he was ordered, in December, 1921, to shore duty, and reported to the Naval Air Station, Pensacola, Florida, where he was stationed until January, 1925. The following March he reported to Aircraft Squadrons, Asiatic Fleet, and was attached to Torpedo Squadron 20, with additional duty in the USS JASON. Returning to the West Coast, he had duty at Naval Air Station, San Diego, California, from February, 1928 to July, 1930. The next two years he was attached to Scouting Squadron 9, Aircraft Squadrons, Scouting Fleet, aboard the USS PENSACOLA. When detached he reported to Fleet Air Base Pearl Harbor, T. H., for a two year tour of shore duty.

From June, 1934 to 1936, he was attached to Scouting Squadron 1, based on the USS LANGLEY at first, and later on the USS RANGER. In July, 1936 he assumed command of Scouting Squadron 14S in the USS SAN FRANCISCO, with Cruiser Division 8, Scouting Fleet, and the following January transferred to Scouting Squadron 6B, which he commanded six months aboard the USS CONCORD, a Battle Force cruiser. From June, 1937 to April, 1940, he was assigned to the Naval Air Station, San Diego, and the next month he reported to the USS WRIGHT as Air Officer. The WRIGHT was a unit of the Pacific Fleet when the war in the Pacific was precipitated by the Japanese attack on the Fleet and Pearl Harbor. Rear Admiral Keene was serving with the Marine Aircraft Group at Wake Island when taken a Prisoner of War and held at Zentsuji, Japan, from February, 1942 to September, 1945.

He was awarded the Presidential Unit Citation, and the Legion of Merit with Combat V, the citations stating in part:

Presidential Unit Citation to The Wake Detachment of the First Defense Battalion, U.S. Marine Corps, etc., etc.: "The courageous conduct of the officers and men of these units, who defended Wake Island against an overwhelming superiority of enemy air, sea, and land attacks from December 8 to 22, 1941, has been noted with admiration by their fellow countrymen and the civilized world, and will not be forgotten so long as gallantry and heroism are respected and honored. . . . They manned their shore installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, and an unknown number of land troops destroyed."

0907

Legion of Merit with Combat V: "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of a Fleet Air Detachment from Patrol Wing TWO on Wake Island prior to the outbreak of hostilities and until he was taken prisoner on December 23, 1941. . . (He) overcame serious handicaps due to lack of equipment and shortage of personnel, adding immeasurably to the effectiveness of patrol plane operations during the critical days following the surprise attack on Pearl Harbor. Joining forces with the Island Commander after the outbreak of war, (he) and his men rendered invaluable service in connection with planning, communications, transportation and supply and greatly assisted in the activities of Marine Fighting Plane Squadron TWO ELEVEN. . ."

After being liberated at the close of the war he reported to the Navy Department, Washington, D.C. From November, 1945 to February, 1946 he was attached to the Bureau of Naval Personnel for duty followed by three months at Naval Air Training Base, Pensacola, Florida.

In June, 1946 he was ordered as Officer in Charge of Naval Air Control Center, San Diego. After one year, he transferred to command of Naval Auxiliary Air Station, Miramar, San Diego. Relieved of that command in February, 1948, he assumed command of the Naval Air Station, Olathe, Kansas. He was so serving when relieved of active duty pending his retirement on June 30, 1950.

In addition to the Legion of Merit with combat V, and the Facsimile of and Ribbon for the Presidential Unit Citation, Rear Admiral Keene has the World War I Victory Medal; American Defense Service Medal; Navy Expeditionary Medal with silver "W" (Wake); Asiatic-Pacific Campaign Medal; and World War II Victory Medal.

With his wife, Mrs. Beulah E. Keene, and daughter, Mrs. Gail C. Lauff, he currently resides in Warrington, Florida. Usual address, 169 State Street, Augusta, Maine.

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12 January 1951

0908

REAR ADMIRAL FRANCIS JOSEPH McKENNA
UNITED STATES NAVY, RETIRED

Francis Joseph McKenna was born on March 19, 1898, in Leicester, Massachusetts, the son of Daniel H. McKenna and Mrs. (Ellen Maher) McKenna. He attended the Leicester Grammar School, Leicester Academy, and St. John's High School, before his appointment to the U.S. Naval Academy at Annapolis, Maryland, from the Third Massachusetts District in 1917. As a Midshipman he served in the USS WISCONSIN during World War I. Graduated and commissioned Ensign in 1920, with the Class of 1921 (A), he subsequently advanced in grade to that of Captain to rank from June 20, 1942. On June 30, 1950, he was transferred to the Retired List of the U.S. Navy, and advanced to the grade of Rear Admiral.

Following graduation from the Academy in 1920, he was assigned to the USS NORTH DAKOTA, and in October 1921 was transferred to the USS SACRAMENTO, operating with the Special Service Squadron and on Asiatic Station. He remained in that vessel until August 1, 1923; he joined the USS ELCANO, gunboat, also on Asiatic Station. Detached from the ELCANO in January 1925, he was assigned to the USS JOHN D. EDWARDS, for six months' before reporting to the Naval Air Station, Pensacola, Florida, for flight training.

Designated Naval Aviator on April 24, 1926, he was detached from Pensacola in July of that year and assigned to Aircraft Squadrons, Scouting Fleet. Later he served with various aircraft squadrons ashore and afloat until May 1935 when he reported to the Naval Air Station, Norfolk, Virginia, as Officer in Charge of the Experimental Department. While in this assignment he had instruction at Edgewood Arsenal, Edgewood, Maryland, and upon completion of the course in chemical warfare, returned to duty at Norfolk. He assumed command of Bombing Squadron SIX, based on the USS ENTERPRISE, in July 1937, and later that year, the squadron was transferred to the USS YORKTOWN, and in May 1938 returned to the USS ENTERPRISE.

In April 1939, he joined the staff of Commander Aircraft, Battle Force, as Tactics Officer, continuing staff duty until June 1940. He then reported to the Naval Air Station, Naval Operating Base, Norfolk, Virginia, and upon completion of his assignment there in July 1942, assumed command of the Naval Air Station, Dutch Harbor, Alaska. "For exceptionally meritorious conduct as Commandant, Naval Operating Base, Dutch Harbor, Alaska...." he was awarded the Army Legion of Merit. The citation continues as follows: "....He worked in close collaboration with the Army in all phases affecting joint plans and operations. By his unselfish cooperation he has contributed to a mutual understanding between the two Services."

On August 15, 1943, he reported at the Kaiser Company, Inc., Vancouver, Washington, for duty in charge of fitting out the USS MIDWAY (remained on September 14, 1944 the USS SAINT LO). He commanded that carrier escort from her commissioning on October 23, 1943, until her sinking on October 25, 1944, during Battle of Leyte Gulf. She was operating with Task Unit 77.4.3 in the decisive sea battle off Samar and was sunk by the superior enemy force which threatened the Leyte invasion operation. The task unit, consisting of six escort carriers, their composite squadrons, four destroyers, and three destroyer escorts, battled the enemy cruisers and battleships for two and a half hours and helped force their retirement from the area.

For his heroism in command of the USS MIDWAY during the assault on the southern Marianas Islands, from June 14, 1944, to August 1, 1944, he was awarded the Bronze Star Medal, with Combat Distinguishing Device "V". The citation continues in part as follows: "...Skilled and efficient in her direction, (he) maintained his ship in a high state of readiness, providing the maximum fighting strength and air support under all conditions and, by his expert control, succeeded in repelling numerous enemy air attacks...." He was also awarded the Navy Cross "For extraordinary heroism as Commanding Officer of the USS SAINT LO, during a strike against major units of the enemy Japanese Fleet, in the Battle off Samar Island, October 25, 1944. When a formidable column of Japanese battleships, cruisers and destroyers attacked our small Task Unit of Escort Carriers, (he) skillfully maneuvered his ship to avoid crippling blows from the constant enemy bombardment, successfully brought the SAINT LO through this ordeal, only to have her hit shortly afterwards and destroyed by a determined enemy air attack...."

The officers and men of Task Unit 77.4.3 were awarded a Presidential Unit Citation for heroism in action in the Battle off Samar Island, and Rear Admiral McKenna as Commanding Officer of the SAINT LO, a part of Task Unit 77.4.3, is entitled to a facsimile of, and the ribbon for, that Citation.

After the loss of the SAINT LO, on October 25, 1944, he served as Commander of the Naval Air Station, Seattle, Washington, until he was ordered to fitting out duty in the USS KEARSARGE. Upon her commissioning on March 2, 1946, he assumed command, commanding that aircraft carrier until April 1937. He was assigned duty as Commander Naval Air rTraining Bases, Corpus Christi, Texas, with additional duty as Commanding Officer of the Naval Air Station, there. Prior to his retirement on June 30, 1950, he was serving as Bureau of Aeronautics Representative, Gruman Aircraft Engineering Corporation, Bethpage, Long Island, New York.

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-- In addition to the Navy Cross, the Army Legion of Merit, the Bronze Star Medal with Combat "V", and the Presidential Unit Citation Ribbon (Task Unit 77.4.3), Rear Admiral McKenna has the World War I Victory Medal, Atlantic Fleet Clasp (USS WISCONSIN); the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal; the World War II Victory Medal; and the Philippine Liberation Ribbon.

-- His usual address and that of his wife, the former Miss Catherine Cheatham is 426 Glorietta Boulevard, Coronado, California.

1 July 1950

0911



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B1/1fn

22 May 1951

Dear Commodore,

I have received your letter of 11 May.

As you requested, we have gone over the list of naval aviators scheduled for retirement on 30 June 1951 and those already retired, and have come up with fifteen for your consideration. Biographies are currently available for twelve of them and enclosed herein. They are:

To be Retired 30 June 1951

| | | |
|--------------------------|-------|----------------|
| Captain Joseph C. CRONIN | 57009 | |
| Captain John P. HEATH | 57061 | (No Biography) |
| Captain John W. HARRIS | 56933 | |

Currently Retired

| | | |
|--------------------------------|-------|----------------------|
| Captain Maurice E. BROWDER | 56001 | (RADM Retired) |
| Captain Steven W. CALLAWAY | 57979 | (No Biography) |
| Captain Winfield S. CUNNINGHAM | 56074 | (RADM Retired) |
| Captain George H. BEBAUN | 24013 | (RADM Retired) |
| Captain James R. DUDLEY | 56814 | (RADM Retired) |
| Captain Arthur GAVIN | 38808 | (Commodore Retired) |
| Captain Harold F. FICK | 20399 | (RADM Retired) |
| Captain Douglas P. JOHNSON | 20465 | (RADM Retired) |
| Captain Campbell KEENE | 43910 | (RADM Retired) |
| Captain Clayton C. McCAULEY | 62630 | (AV-29 No Biography) |
| Captain Francis J. McKENNA | 56746 | (RADM Retired) |
| Captain James H. McKAY | 20331 | (No Biography) |

If you are interested in the four officers for whom biographies are not immediately available, I will have them made up for you.

I trust the above will be to your complete satisfaction, and with kindest personal regards, I remain

Sincerely,

G. C. Towner
G. C. TOWNER,
Captain, USN.

Commodore R. W. Bates, USN, (Retired),
Special Projects Section,
Naval War College,
Newport, Rhode Island.

0912



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

28 June 1951

Dear Rafe:

Apparently the selection board for reserve captains you saw mentioned in the Register is for active duty officers only. There are no definite plans as yet for inactive officers, although there will be a board for them sometime during the next fiscal year. When the board does meet, they probably will consider commanders whose date of rank is 1 January 1944 or earlier; this will include Bergen but not Adams.

I am sure that both Adams and Bergen are fine officers and deserving of promotion. However, as you know, selection boards are not susceptible to personal influence, so there is little that we can do other than to see that these officers are eligible for consideration when they enter the promotion zone. At the present time this means that they must earn a minimum of twelve retirement points each year in order to avoid being placed on the inactive status list. Beyond the twelve points, association with the Organized Reserve and participation in training duty and correspondence courses will enhance their chances for selection.

I shall be delighted to see you whenever you can get down this way. Best regards.

Sincerely yours,

Ralph
R. S. Riggs,
Rear Admiral, U.S. Navy.

Commo. R. W. Bates, USN(Ret).,
Naval War College,
Newport, Rhode Island.

0913



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B211g-pmm-18
12 July 1951

From: Chief of Naval Personnel

To: Commanding Officer
U.S.S. VULCAN (AR-5)
c/o Fleet Post Office
New York, New York

Subj: BURTON, Maurice William, 413 40 23, YNCA(T)(YN-2501-85), USN;
Transfer of

1. Provided BURTON has three (3) years obligated service, or executes an Agreement to Extend (NavPers 601/NavSanda 513(Rev 3-50) to obtain three (3) years obligated service, please transfer him to the U.S. Naval War College, Newport, Rhode Island for duty or such other duty as Commandant FIRST Naval District may assign.
2. Leave to which entitled, not to exceed ten (10) days, is authorized as delay in reporting in accordance with current directives.
3. If BURTON has been transferred to other duty, forward these orders to his new command for compliance and furnish a copy of forwarding letter to the Chief of Naval Personnel (Attn: Pers-B211g).
4. The Commanding Officer, Enlisted Personnel, Naval War College, is requested to notify BuPers (Pers-B211g) the reporting date of BURTON.
5. Transportation shall be in accordance with Article C-5310, BuPers Manual. Where applicable, travel is authorized in accordance with Article C-5317/2/b, BuPers Manual.

E.H. KIEFER
By direction

Copy to:
Pres., Naval War College, Npt
ComONE
ComServLant

0914



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B2-CAC-2

13 July 1951

Dear Commodore:

Captain Gano was recently detached from the Bureau of Naval Personnel to assume command of the U.S.S. SAINT PAUL (CA-73).

I relieved him as Director of Enlisted Personnel and am taking the liberty of answering your letter of 3 July 1951, relative to your desire that a capable Chief Yeoman be ordered to the Naval War College as a relief for CARLISLE, Charles R., YNC.

I am happy to inform you that a transfer directive has been issued, a copy of which is enclosed, directing the transfer of BURTON, Maurice W., 413 40 23, YNCA(T), USN, to the Naval War College for duty.

The selection of BURTON was made following careful examination of the shore duty eligibility cards of all Chief Yeomen presently on the Bureau's shore duty eligibility list. Further examination of his duplicate service record confirmed this selection.

Approximately thirty (30) days after BURTON reports, CARLISLE will be made available to Commander Service Force, Atlantic Fleet for sea duty. A notation to the effect that CARLISLE desires duty in destroyers will be made in his transfer directive.

Very respectfully,

H. H. Henderson
H. H. HENDERSON

Commodore R. W. Bates, USN (Ret.)
Naval War College
Newport, Rhode Island

0915

H. S. S. Dulcan AK-5
Care of Fleet Post Office
New York, New York

Norfolk - 4 Aug.

Dear Commodore:

Burton is a fine young man and a very good person, however he is a bit weak in shorthand. Soon after I came to the Vulcan I sent him to the YN School at San Diego for 16 weeks where he did very well - that was as a first class and he was supposed to come out of it as a shorthand artist - but he wasn't. In all fairness to him we didn't give him much of an opportunity to keep his head in. When the chiefs were picked he headed the Super hit and that is probably why they sent him to you. When we heard he was going to the War College we tried to get his orders changed to Cambre as he has a wife and four (4) children in Revere, Mass whom he feels he cannot move. However, although they said they had a billet for him you would have to have first crack at him. Perhaps you and he would both be much happier if he were in Boston. (over)

0916

On the other hand if you have time
to be a little patient with him I am
sure he would put in a lot of night
and out of school work to improve on
his shorthand. He is certainly not dumb
having stood number one on the last
and big list and he has also made a
4.0 on a legal correspondence course.
I can see your position though and it
must be most aggravating. You can
blame me for not forcing him to keep
in practice. I once was considered to be
quite a stickler because I refused to
advance anyone who wouldn't qualify in
shorthand - guess I am slipping ..

I received your letter this morning
and am hastening to reply hence the
scribble - please excuse it. We are
due back in Newport about the 25.th
and I shall be interested to hear your
decision.

Very respectfully,

Robie E. Palmer



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

17 August 1951

Dear Commodore Bates:

The receipt of your letter of 7 August 1951 concerning the competency of BURTON, Maurice William, 413 40 23, YNCA(T) (YN-2501-85), USN, was somewhat of a surprise inasmuch as the final selection of BURTON was made after all men of his rating on the Bureau's shore duty eligibility list were carefully screened.

BURTON was considered to be best fitted for the assignment on the basis of his excellent record, his ability as a stenographer indicated by a mark of 3.8 attained while being examined for Chief Petty Officer on 1 December 1949, and his preference for shore duty in the FIRST Naval District. It should be noted here that with the exception of the limited number of yeomen with the classification of Court Reporter (YN-2513), there is no ready means available for detection of an individual's stenographic ability other than the requirements for this rate, which in the case of chief yeomen is eighty words per minute.

The number of BURTON's dependents and their location was a known factor at the time his assignment was made but was not considered to be an overriding factor in view of the nearness of Newport to Boston and the need for his services.

BENSON cannot be given consideration for assignment to duty at the Naval War College, Newport, Rhode Island, since examination of his duplicate service record brought forth the fact that he has already completed a full tour of Fleet Administered Shore Duty and is, therefore, not entitled to shore duty administered by the Bureau of Naval Personnel at this time.

In view of the limited number of yeomen throughout the navy, who are capable of taking dictation at 150 words per minute or more, it is necessary to select candidates for such assignments on the basis of their potential ability as in the case of BURTON. It is sincerely believed that given the opportunity, he will, in a short period of time, be able to improve his stenographic ability to the desired speed. I regret that we do not have a better qualified man to send to you.

Very respectfully,

H. H. Henderson
H. H. HENDERSON
Captain, U.S. Navy

Commodore R. W. Bates
Naval War College
Newport, Rhode Island

0918



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B2f-bjm
28 August 1951

Dear Commodore Bates:

This is in reply to your letters of 20 and 23 August 1951, relative to the assignment of your yeomen, BURTON, Maurice W., 413 40 23, YNCA(T), USN, and CARLISLE, Charles E., 268 59 70, YNC, USN, and the request for information in connection with the Naval Examining and Retiring Board.

Prompted by your letter of 3 July 1951, I stated in my letter of 13 July 1951, that CARLISLE would be made available to Commander Service Force, U. S. Atlantic Fleet for sea duty with a notation to the effect that he desired duty in destroyers. However, CARLISLE's services can be utilized equally well in either Fleet and, in view of the information contained in your recent letter, CARLISLE will be made available to Commander Western Sea Frontier for assignment. By personal letter, I will inform Commander in Chief, Pacific Fleet personnel officer of CARLISLE's special abilities in the event there is a need for him in the flag allowance of Commander in Chief, Pacific Fleet.

Vice Admiral John L. McCREA, Deputy Director, Personnel Policy, in the Office of the Secretary of Defense assumed additional duties as Head Examining and Physical Disability Appeal Board upon the retirement of Rear Admiral Robert M. GRIFFIN.

I trust that the foregoing information satisfactorily answers your inquiries.

Very respectfully,

H. H. Henderson
H. H. HENDERSON
Captain, U. S. Navy

Commodore R. W. Bates, USN(Ret)
Naval War College
Newport, Rhode Island

0919



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

28 August 1951

Dear Commodore Bates:

Your letter of 22 August, regarding Mr. Kawakami, has been received and I have just examined his new contract.

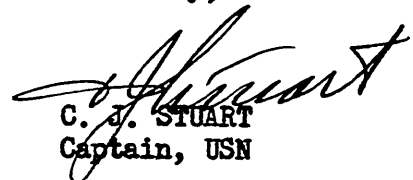
I find that the contract is an agreement to furnish certain things, namely translations, for which he is to receive a sum not in excess of six thousand dollars (\$6,000). This is not an employment agreement and therefore does not involve any question of leave, hours of work or other stipulations peculiar to a contract for personal services.

Payments are made to Mr. Kawakami periodically upon receipt of a statement from the Director of Naval Records and History indicating that satisfactory progress in carrying out the contract has been made during a specified period and that he, as the contractor, is entitled to receive a specified sum of money.

From the foregoing it can be seen that the question of leave is not involved nor is Mr. Kawakami an employee in any sense of the word.

Trusting that your question is satisfactorily answered and with all good wishes, I am

Sincerely,


C. J. STUART
Captain, USN

Commodore R. W. Bates, USN (Ret).
Naval War College
Newport, R. I.

0920



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

13 September 1951

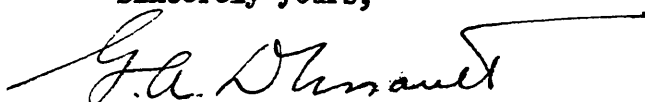
Dear Commodore Bates:

Since our conversation the other day we have intensified our efforts to find a naval aviator for your section with the qualifications you desire. Unfortunately we have been unable to come up with anyone who is immediately available.

However, I would like to propose an officer to you whose services could possibly be obtained in a few months time. He is Commander Clarence E. Dickinson, '34, presently Executive Officer, USS CABOT. A review of his record shows six years in cruisers and destroyers before becoming a naval aviator. During World War II he served in an Enterprise Air Squadron (VS-6), winning Navy Crosses at Pearl Harbor and Midway. Throughout 1944 he served as Air Officer of the OMMANEY BAY (CVE-79). Later he served in an Air Support Control Unit in Phib Group 5. He is a graduate of the Armed Forces Staff College and recently served as naval advisor to the Tactical Air Command at Langley Field. From air experience level he would seem to fill your billet. What called him to my attention is the recollection that he was the author of "I Fly for Vengeance" which appeared in the Saturday Evening Post. If he produced that article without a ghost writer, he may have a flare for writing which might be useful in your work. I had BuPers run down his record and his fitness reports show him to be well above average for his rank.

This prospective assignment has not been mentioned to Dickinson and I have no idea as to whether he would like the job. However, he will be available for a shore billet when relieved in his present sea tour. I will hold him on ice until further word from you, surmising of course that the billet will be reestablished.

Sincerely yours,


G. A. Dussault

Commodore R. W. Bates, USN (Ret)
Special Projects Section
Naval War College
Newport, Rhode Island

0921



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

16 October 1951

Dear Commodore Bates:

Since receipt of your 20 September letter, the Detail Officers have been screening all available commanders in an attempt to find one that may be suitable to you. Since we were unable to find a suitable career commander, we have carefully screened the reserve commanders who have volunteered for active duty. It appears that Commander John R. SMITH, 79610/1315, USNR, may be exactly the type of individual you desire on your staff.

Commander SMITH was born in February 1916 and came into the naval service as an Aviation Cadet in December 1937. He was on continuous active duty until 24 September 1945 and is currently active in the Organized Reserve, attached to Wing Staff SEVENTY-TWO at Naval Air Station, Glenview. Upon completion of flight training, SMITH was attached to dive bomber squadrons; namely, VB-15, VB-14 and VB-2. He was detached from VB-2 in about October 1944 and ordered to the USS MAKASSAR STRAITS (CVE-91) as Air Officer. He remained aboard the MAKASSAR STRAITS until October 1945 when he was released to inactive duty. His fitness reports are considered to be outstanding and the remarks indicate that he is not only very capable but also conscientious. Incidentally, he has a Bachelor of Education degree.

We normally do not call Code 1315 commanders into active military service. However, since SMITH has volunteered for active duty, and if he is satisfactory to you, we will make an exception in this case.

Sincerely,

G. A. DUSSAULT

Commodore R. W. Bates, USN (Ret)
Special Projects Section
Naval War College
Newport, Rhode Island

0922



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

26 November 1951

Dear Rafe,

Do not feel particularly perturbed about the letter Joe Rochefort received from Admiral Du Bose as Chief of Naval Personnel. All retired officers on active duty received similar letters (I am not sure about retired flag officers). Also captains who are due to retire next June thirtieth received inquiries as to whether they were interested in remaining on active duty after retirement.

These letters from the Bureau are in the nature of a survey and as Admiral Conolly felt are purely informative. When the Bureau finds out what officers desire to remain on active duty they will go over the slate and find out how many can be used and where they can be used. In view of Rochefort's present assignment I am quite sure he will remain there if he so desires and the War College desires.

I think this should clear up the matter, but if I have been too abstruse let me know and I will go into the subject further.

Best of wishes, as always.

Sincerely,

A handwritten signature in cursive script, appearing to read "Casey", is written below the word "Sincerely,". There is a small checkmark or flourish below the signature.

0923



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

15 February 1952

Dear Rafe,

After receipt of your letter of 12 February, I discussed with Commander Cunningham, Head of Continental Shore and Overseas Bases Section of the Complements and Allowances Branch, Bureau of Naval Personnel the matter of listing your personnel allowances separate from that of the Naval War College. At present your officer personnel is listed on the billet supplement Form NavPers 1288A (Rev 7/50) issued by BuPers under the heading Department of Special Projects. The Bureau will change that to read World War II Battle Evaluation Group. For the enlisted personnel given on Form NavPers 1289 (Rev 5/50) there is no distinction made between those working for you and any others at the War College. A change will be made by the Bureau so that LQMC, LYNC and LYN2 will be indicated as belonging to you in the Battle Evaluation Group.

I don't know how soon these changes will be issued, but it should be before too long. I hope this will be a solution to some of your personnel difficulties and that it works out all right. It was nice seeing you during your short visit in Washington.

With kindest regards and all good wishes, as always.

Sincerely,

0924



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

25 FEB 1952

Dear Commodore Bates:

This is in answer to your letter of 11 February relative to certain enlisted personnel problems at the Naval War College.

Since your visit in Washington, the Chief of Naval Operations has issued a directive for increasing the enlisted allowance for the War College by 1 QMC and 1 YNC.

In view of the above increase it may be possible that ComONE will permit BURTON, Maurice W., 413 40 23, YNC (YN-2501), USN to remain in his present assignment thereby eliminating the necessity of obtaining a relief for CAVANAUGH, J.W., 606 20 01, YN2 (YN-2522), - USN. I mention this possibility since I feel certain that the qualifications possessed by BURTON more closely meet the requirements you desire than any yeoman on the Bureau's Shore Duty Eligibility List available for assignment to the FIRST Naval District.

Examination of the duplicate service record of TREMBATH, Samuel Thomas, 283 25 59, QMC (QM-0201-74), USN, to determine his qualifications and eligibility for shore duty brought forth the following facts:


a. He has excellent evaluation sheets with remarks such as, "forceful, energetic and an excellent navigator", and he has been recommended for warrant officer and limited duty officer.

b. He was credited with a tour of shore duty in 1945-46.

I have been advised, however, that a request for waiver of time spent ashore from 2 March 1945 until 24 March 1946 would receive favorable consideration in his case resulting in continuous sea service credit since 1939 which would be sufficient to receive early consideration to a normal tour of shore duty of his choice. Accordingly, TREMBATH should be advised to submit a request for shore duty in accordance with the provisions of BuPers Circltr 36-50; NDB Jan-Jun 1950, 50-173, p. 229 with a request for waiver of time spent ashore from 2 March 1945 to 24 March 1946 in accordance with paragraph 1.d. Part I of the above reference.

Commodore R.W. BATES, USN
Naval War College
Newport, Rhode Island

Very respectfully,


E.J. BURKE
Captain, U.S. Navy

0925



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

10 MAR 1952

Dear Commodore Bates:

Information contained in my letter of 25 February was based on the authorization for an increase of two enlisted billets for the Naval War College; i.e., 1 QMC and 1 YNC. It has since been noted, however, that in addition to the increase, an additional YN2 billet has been reallocated from other departments of the War College to the World War II Battle Evaluation Group.

Normally all enlisted personnel to fill the War College allowance should be provided by ComONE. However, in view of your desire to have a relief for CAVANAUGH specially selected by BuPers we will endeavor to locate a suitable YN2 and order him to you.

Regarding the future duty assignments of Stout and Cavanaugh, BuPers assigns enlisted personnel to the Fleets in accordance with Fleet requirements, giving consideration to individual preferences in such cases where Fleet percentages indicate the preference can be given. At present, enlisted personnel available for assignment to sea duty in most rating groups are being transferred to duty assigned by Commander Western Sea Frontier to alleviate the acute shortage of petty officers in the Pacific Fleet. Since YN and QM ratings are included in the above, present indications are that Cavanaugh and Stout will be transferred to duty assigned by Commander Western Sea Frontier upon being made available for assignment to sea duty. Specific assignments within the Fleets are made by Fleet Commanders who maintain the necessary records upon which to determine ultimate assignments and consideration, consistent with overall needs, is given to individual preferences in the determination of such assignments.

STOUT's preference for assignment to an AO, AK or AD, as shown on the Shore Duty Survey Report, will be indicated in the transfer directive which makes him available for assignment to sea duty. CAVANAUGH's preference for next sea duty should be indicated in accordance with paragraph 1.5.b(7), PART III, BuPers CircLtr 36-50, NDB Jan-Jun 1950, 50-173, p. 229 when he is reported on the Shore Duty Survey Report.

Very respectfully,

E.J. BURKE
Captain, U.S. Navy

Commodore R.W. BATES, USN
Naval War College
Newport, Rhode Island

0926



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

12 MAR 1952

Dear Rafe,

I have your letter of March 4, 1952 with respect to the possibility of obtaining the services of Commander John S.C. Gabbert upon his completion of the course at Newport.

The magnitude and importance of work being done by your section in making analyses of the major naval battles of World War II is fully appreciated; however, the fact remains that Commander Gabbert has been cleared for duty in BuPers.

As you are no doubt aware, the billet for which you desired Commander Gabbert is a lieutenant commander billet, and since we do have a considerable shortage of line commanders, this fact alone militates against such assignment.

I regret I am unable to accede to your request to obtain the services of Commander Gabbert, but please be assured that a lieutenant commander, possessing the requisite qualifications, will be ordered to fill this billet at the earliest.

Will look forward to seeing you during your visit to Washington this week, should you have the opportunity to stop by.

Sincerely,

Ruby

Commodore R.W. Bates, U.S. Navy,
U.S. Naval War College,
Newport, Rhode Island.

*P.S. I assume that you talked
to Smoot after I saw you
This forenoon. Dub*

0927



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B1/1fn

28 March 1952

Dear Commodore,

I have your letter of March 17th and wish to thank you for your offer to furnish a list of the graduates you consider qualified and desirable for the job in your section at the Naval War College. We would be very pleased to investigate the possibility of ordering an officer from the list you provide us, since, at this writing, we do not have any particular officer in mind.

In the interim we will continue looking for an officer who possesses qualifications in line with those you have enumerated in your letter and try to come up with one at the earliest practicable.

With kindest personal regards, I remain

Very respectfully,



W. T. KENNY,
Captain, U.S. Navy.

Commodore R. W. Bates, U.S. Navy,
U.S. Naval War College,
Newport, Rhode Island.

0928



THE JOINT CHIEFS OF STAFF
WASHINGTON 25, D. C.

31 March 1952

Commodore R. W. Bates, USN
U. S. Naval War College
Newport, Rhode Island

Dear Commodore:

You may be asked to consider having Commander Charles A. Marinke, USN, as one of your staff. Charles married a second cousin of mine from Bar Harbor, Maine, and I have gotten to know him fairly well. He had command of a destroyer during the war and has just recently had to give up the Van Valkenburg (after nine months) due to ill health. He is a smart, hard-working Pole and, I believe, the type you would like. His experiences in the Pacific in destroyers should start him in good stead.

How is my old Captain's yeoman (Burton) getting along? I trust his shorthand has improved. Hoping you continue in excellent health, I remain as always,

Very respectfully,

A handwritten signature in cursive script, reading "R. E. Palmer".

R. E. PALMER
Captain, U. S. Navy

REP:mm1

0929



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-B11/lfn

8 April 1952

Dear Commodore,

I have your letter of April 4th, and while Commander Semmes had not advised Commander Marinke that he would be given any particular assignment, he did indicate he would find him a spot in the Newport area. However, since you have indicated your approval of Marinke and the fact that he also desires the job, we are issuing him orders to report there for duty.

I am sure that Marinke will be a definite asset to your section, since he does have an excellent reputation and record.

Thank you very much for the Easter greeting and with kindest personal regards, I remain

Very respectfully,

W. T. KENNY,
Captain, U.S. Navy.

Commodore R. W. Bates, U.S. Navy,
Naval War College,
Newport, Rhode Island.

0930



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-B115-ri
28 May 1953

Dear Commodore:

Am afraid I'm unable to add much to our conversation of the other day concerning the nature of the duties of Captain INNIS. His orders direct him to report to CinC, Eastern Atlantic for duty on his staff, reporting by letter to the SAC, Atlantic and also by letter to CinC, Naval Forces, Eastern Atlantic and Mediterranean, for administrative purposes. His headquarters are in Northwood Middlesex, England. His CinC is a Britisher, Admiral Creasy.

Being a major segment of the NATO organization, I should think that any duties on such a staff, particularly in these uncertain days, would be highly interesting.

I regret that I am unable to provide more information and hope the foregoing is adequate.

Respectfully,


W. A. MOFFETT
Captain, USN

Commodore R. W. BATES, USN
Naval War College
Newport, Rhode Island

0931



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO
Op-281/jc
Ser 1910P28

JUN 27 1952

Commodore R. W. Bates
Naval War College
Newport, Rhode Island

My dear Commodore Bates,

As you know, my people have been dealing with Mr. Clarke Kawakami, the Japanese Translator, to make arrangements for his transfer to a Civil Service position effective 14 July 1952. It was necessary that Mr. Kawakami prepare a position description, which can be classified at GS-12. Mr. Kawakami has indicated he will accept a GS-12 position with a salary approximating \$7500 per year. It is proposed to pay \$7440 per annum which is the nearest pay step within the GS-12 range. This amount seems to be in line with his actual take home pay and other benefits under the existing contract.

We have been having considerable difficulty in OPNAV because of the rigid manpower ceiling imposed by the Department of Defense. Because of this strict limitation on the number of employees at any one time, we have been unable to get additional ceiling for Mr. Kawakami's appointment. It is necessary, therefore, that you make a choice between the services of Mrs. Tanaka and Mr. Kawakami. If you decide to appoint Mr. Kawakami to the GS-12 position, Mrs. Tanaka's temporary appointment will be terminated. Please notify me as soon as possible of your decision so that my people can process the necessary papers.

Sincerely yours,

C. C. HARTMAN
Rear Admiral, U. S. Navy
Deputy Chief of Naval Operations (Administration)

0932



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
17 September 1952

Dear Commodore Bates:

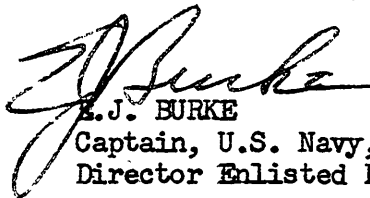
This is in reply to your letter of 10 September 1952, concerning GIBSON, Hoyt Sidney, 577 41 02, PNT2 (PN-2631-94), USNR, and the assignment of a relief for CAVANAUGH, Joseph W., 606 20 01, YN2 (YN-2522-94), USN.

GIBSON's request for transfer to the EIGHTH Naval District was received in the Bureau on 13 September. This request is being returned disapproved because it is considered to be against the best interests of the Naval Service to transfer enlisted personnel from one shore administrative command to another, before completion of a normal tour of duty, except for humanitarian reasons. This policy is expressed in paragraph 7h., Part I, of BuPers Circltr 36-50; NDB Jan-Jun 1950, 50-173, p. 229.

The present outlook in regard to the assignment by the Bureau of Naval Personnel of a direct relief for CAVANAUGH, is hardly more favorable. There is an overall shortage of personnel of the yeoman rating group throughout the Navy. The present percentage of YN2's available for assignment by ComONE is higher than the overall distribution throughout the shore establishment. As long as this situation exists the Bureau does not consider that it is desirable to aggravate this situation by direct detailing to activities within the overall administrative control of the District Commandant. I hope that your shortage can be filled in a routine manner in the near future.

I regret that a more favorable reply to your letter cannot be furnished.

Very respectfully,


E.J. BURKE
Captain, U.S. Navy,
Director Enlisted Personnel Division

Commodore R.W. BATES USN
U.S. Naval War College
Newport, Rhode Island

0933



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

29 OCT 1952

Dear Commodore Bates:

This is in further reference to our telephone conversation of 27 October relative to the assignment of GIBSON, Hoyt Sidney, 577 41 02, PN2 (PN-2631-94), USN.

A reexamination of GIBSON's duplicate service record revealed that an error had been made in determining his obligated service. BuPers speed letter Pers-B211j-MS-1 of 20 October will be modified to delete GIBSON from those personnel being transferred.

Very respectfully,

E. J. BURKE
Captain, U. S. Navy

Commodore Richard W. BATES, USN
U. S. Naval War College
Newport, R.I.

0934



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-B2a-NCD
30 October 1952

Commodore Richard W. Bates, USN
U. S. Naval War College
Newport, R. I.

Dear Commodore:

Upon receipt of your letter of 27 October 1952, concerning GIBSON, PNT2, I discussed the matter with Captain Burke. He stated he has ascertained that thru error GIBSON's name had been included in our speedletter of personnel to be transferred, and that he was informing you to that effect. No doubt, you have received his letter by now.

With best wishes and kindest regards, I am,

Very respectfully and sincerely,

H. L. NAFF
Captain, U.S. Navy

0935



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

22 May 1953

Commodore R.W. BATES, USN
U.S. Naval War College
Newport, Rhode Island

Dear Commodore Bates:

In accordance with our conversation yesterday, I have prepared the enclosed list for you to give to your chief yeoman.

All three men appear to be satisfactory insofar as their records are concerned. The second one, BAERINGER, would probably best fill the billet you have in mind inasmuch as he is the only one whose record definitely indicates he can take shorthand. Other than that, there is no way I can recommend any one of them over another.

Very respectfully,

J.T. Starbuck
J.T. STARBUCK
Chief Ship's Clerk, USN

Liberty 5-6700

Tel 42484

Pers. Rm. 2827

0936

BOUTHILLIER, Henry Medore, 752 52 12, YN2, YN-2502-25, USN

Duty Station: USS CONWAY DDE-507

Has served in DD's and RecSta, Washington, D.C.

GCT - 58; ARI - 53; MECH - 52; CLER - 57

Has about six years total naval service.

Advanced to YN2 on 16 Oct 1952

Has had twelve years of schooling

About 25 years of age

Single

Excellent record - no offenses. Probably can take some shorthand as his
NJC indicates he must take 60 WPM to be advanced to YN1

BAERINGER, Lawrence Joseph, 244 30 76, YN1, YN-2501-42, USN

Duty Station: Staff, COMNAVGER

Has served in DD; CVE; RESFLTGRU; AD

GCT - 62; ARI - 56; MECH - 49; CLER - 61

Has about ten years naval service

Advanced to YN1 on 16 Oct 1951

Has had eleven years of schooling

About 29 years of age

Wife and 2 dependent children

Excellent record - no offenses. NJC and record indicate he can take shorthand at least 60 WPM, probably more

JAMES, Johnny LeRoy, 379 46 90, YN1, YN-2521-84, USN

Duty Station: USS GEN. G.M. RANDALL TAP-115

Has served in Construction Battalion; US Naval Disciplinary Barracks,
Portsmouth, N.H.: AVP: Naval Air Facility; APA; AP

GCT - 71; ARI - 56; MECH - 57; CLER - 66

Has about nine years naval service

Advanced to YN1 on 16 Oct 1952

Has had nine years of schooling

About 26 years of age

Wife and one dependent child

Excellent record - no offenses - two "flowery" commendations from former
commanding officers. Although a YN1 should be able to take dictation at
60 WPM, this man's NJC does not indicate that he is primarily a shorthand
man

0937

(1) The Job Code Classification assigned JAMES--YN-2521-84-- is an incorrect classification for a YN1 inasmuch as this code indicates a Typist Supervisor and not requiring his ability to use shorthand. All YN1s must be able to do shorthand at the minimum rate of 60 words per minute, with the exception of Naval Reserve YN1s (correct rate abbreviation is YNT1). The Job Code Classification assigned JAMES is a Reserve YN's classification.

It appears that either an error was made in the Job Code assignment or that someone has purposely given JAMES this code number in order to dissuade anyone from employing him in the use of shorthand. Either way, it is not proper.

May I suggest, sir, if you do decide to pick JAMES that you have the Bureau send a dispatch to his present duty station requesting the present rate of speed of his shorthand.

(2) If you do not decide to pick JAMES, it appears that our next choice is BAERINGER.

Very respectfully,



BURTON YNC

0938



THE ASSISTANT
CHIEF OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

11 June 1953

Dear Rafe:

This is in reply to your letters of 28 May and 8 June. The former referred to the retention on your staff of Commander Marinke. In this connection I would like to point out that though tentative agreement was made to let him remain with you another year, he has since 1946 been actually assigned to sea duty for only nine months. I am sure you can realize that this places him in somewhat of a disadvantage in comparison with his contemporaries. Then too, he is at present filling the billet of a lieutenant commander. In view of these facts, I would suggest, and we desire, that Marinke be advised of these points and that having been so advised, he give us an official letter addressed to the Chief of the Bureau of Naval Personnel to the effect that he still desires further shore duty in his present billet. Otherwise, as career advisors, we would strongly recommend his enhancing his position by getting more sea duty as soon as possible.

With respect to your second letter, we regret exceedingly the oversight in your name being removed from the flag officer mailing list. Be assured it is corrected and you will be brought up to date and continued as in the past.

Sincerely,

COMO R. W. Bates
Naval War College
Newport, Rhode Island

0939



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
(Pers-3223-ms)
21 Oct 1953

MEMORANDUM

From: Director, Enlisted Personnel Division
To: Commodore, R. W. Bates, USN
Historian
Naval War College
Newport, R. I.

Subj: Information concerning the possibility of BURTON, Maurice
William, 413 40 23, YNC, USN, receiving promotion to
Warrant

1. For your information the next Board for consideration of promotions to Warrant will convene early next spring 1954.
2. BURTON is within the prescribed age limit and will therefore be considered by this board.

V. Repy.
E. J. Burke
E. J. BURKE

0940

Informal Answer

17 November 1953

Dear Rafe:

Your letter requesting three officers by name for assignment to duty in your shop has been received. I asked the personnel people to see what they could do, and have checked with them on their answers, which are, in all three cases, to the effect that the individuals concerned are unavailable, for one justifiable reason or another.

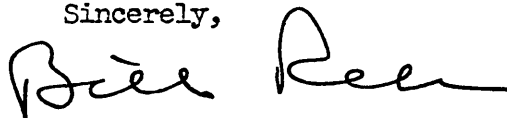
I am sorry about this. However, I will personally keep an eye out for an individual of the type you want, — but of course can make no guarantees as you will readily understand.

We are up to our necks in the annual budget processes, with which you are only too familiar. I don't know at this sitting how we will fare in the Navy as a whole, but we are ready for any developments.

The football picture looks rather bleak for us this year, particularly after the Penn game on Saturday. This fellow Blake must be a very able coach to have recovered so quickly from his disaster a couple of years back. Of course, you can never tell about the Army-Navy game but at the moment I am pessimistic.

With kindest regards and best wishes.

Sincerely,



W. L. Rees

Commodore R. W. Bates, USN
Naval War College
Newport, R. I.

0941



DEPARTMENT OF THE NAVY

BUREAU OF SHIPS
WASHINGTON 25, D. C.

IN REPLY REFER TO
S66(560W)
Ser 560-23350

15 FEB 1955

Rear Admiral R. W. Bates, USN (Ret)
Naval War College
Newport, Rhode Island

Dear Rafe:

In reply to your letter of 18 January, our laboratory tests show that the area illuminated by the standard 36-inch searchlight at 8000 yards range may be considered a circle approximately 300 yards in diameter. This is based on the fact that the beam shape is a cone with the solid angle about 2 degrees. The intensity of the illumination at the edge of this circle is 10 percent of that at the center. This is the accepted way to define the angular spread of a searchlight beam. However, the intensity of illumination at the 10 percent point is extremely low at 8000 yards and, for purposes of artistic portrayal, I suggest you show a nearly parallel beam with a slight divergence of about 1 degree. At 8000 yards the illumination on the target will cover an area of about 150 yards. The illuminated area should show a brighter inner area 50 yards in diameter with the intensity diminishing rapidly to zero at the edge of the outer area.

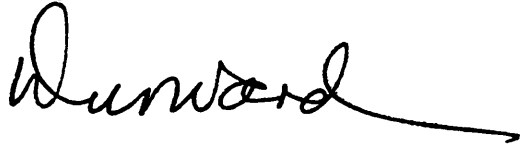
I am assuming that the QUINCY you refer to is the CA71 since the record shows that the old QUINCY was sunk in 1942 in the Savo straits. However, the arrangement of lights would be the same for either ship. The "recognition lights" you mention are probably the vertical fighting lights since the standard recognition lights were installed only on those vessels where vertical fighting lights were not permanently installed. The applications of both designs are now obsolete. I am enclosing a copy of Bureau of Ships drawing CA68-S6405-1 which shows the arrangement and spacing of the vertical fighting lights on CA71. Each light consists of three globes, red, green and clear, mounted in a row on a steel box approximately 22 inches long, 8 inches wide and 6 inches deep. It is extremely difficult to ascertain the code for displaying these lights during the night of August 9. As you know, this code was changed periodically during the night and was classified SECRET at that time. The signal books and accompanying information which would provide the code are unavailable in our archives.

0942

S66(560W)
Ser. 560-23350

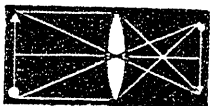
I hope the above is enough for you to work on and I will be glad to help out on any additional information you may need.

Regards,



Encl:
(1) CA68-S6405-1

W. D. Leggett, Jr.
Chief of Bureau



Film Graphics, Inc.

245 WEST 55 STREET, NEW YORK 19, N.Y. • JUDSON 6-1922

December 6, 1955

Rear Admiral R. W. Bates, USN (Ret.)
U. S. Naval War College
Newport, Rhode Island

Dear Admiral Bates,

We are returning to you the enclosed classified material used as reference in preparation of the film MN 9169 a, b, c, d, e "The Battle of Savo Island". (a) Blueprint of CA-68 to 71 Lighting System Signal and Anchor Lights. (b) Letter from Bu Ships concerning these vessels. (c) Two still photos from Japanese material on this battle with a typed description.

All the other classified material we hold including books Navpers 91187 and 91193 will be returned via the Commanding Officer of U. S. Naval Photo Center which officer logged this material out to this company and registered it in their log of classified documents.

May we wish you a very happy holiday season and best wishes for the forthcoming year and all projects you undertake.

Most sincerely,

FILM GRAPHICS, INC.

Lee E. Blair
Lee E. Blair

LEB:gc

0944

100 7985

From: Chief of Naval Personnel
To: President, U.S. Naval War College

Subj: TREMBATH, Samuel T., 283 25 59, QMC(QM-0201-75), U.S. Navy

Ref: (a) Pres WarCol ltr Ser 2384-55 dtd 8 Nov 55

1. A review of the duplicate service record of Trembath indicates that he was assigned to ComONE for a normal tour of shore duty on 10 April 1952. On 9 December 1953, I authorized his extension of shore duty to 1 April 1955. On 16 February 1955, I granted another extension of his shore duty until 16 February 1956, the expiration of his enlistment.
2. The desire of Trembath to remain at his present duty station until completion of the necessary service for transfer to the Naval Fleet Reserve is appreciated. I sincerely wish that it were possible to grant his request as a reward for his long and faithful years of service; however, as you probably know the rating of quartermaster is one of the slow rotation ratings, the ratio of sea to shore being four years to one. To grant a further extension of his tour of shore duty would be unfair to the many other chief quartermasters now serving at sea and who are eligible for and are awaiting their turn for a tour of shore duty.
3. It is desired to point out that when Trembath reenlists at the Naval Station, Newport, at the expiration of his enlistment or three months earlier, he will be eligible for the reenlistment options and assignment to duty as contained in BuPers Instruction 1306.25B. This choice of duty would be denied him if he were retained at the Naval War College and were subsequently, due to the needs of the service or other reasons, assigned to sea duty.
4. The importance of the billet which Trembath is filling is fully appreciated and you may be assured that every effort will be taken to provide a qualified relief.
5. In view of the above it is regretted that the request for further extension of Trembath's shore duty is not approved.

J. L. HOLLOWAY, JR.

0945



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO

Pers-H2111-fab-1

27 December 1955

From: Chief of Naval Personnel

To: President, U.S. Naval War College

Subj: THURMATH, Samuel T., 283 25 59, JIC(M-0201-75), U.S. Navy

Ref: (a) Pres War Col ltr Ser 2384-55 dated 8 Nov 55

(b) Chief NavPers ltr Pers-H2131-fab-1 283 25 59 of 8 Dec 55

1. Reference (a) requested an extension of duty for subject man at the Naval War College until 6 August 1958. Reference (b) stated that extensions had already been authorized from 9 December 1953 to 16 February 1956, when latter date is the expiration of THURMATH's enlistment. It further indicated the necessity of rotating personnel from shore to sea in order to be fair to the many other chief quarter-masters now serving at sea, and who are eligible for and awaiting their turn for a tour of shore duty.

2. Reference (b) as further specified that THURMATH is hereby granted an extension of his shore duty to expire on 16 February 1957. Continue showing THURMATH on the shore duty survey report with an appropriate footnote referencing this letter as authority for his retention beyond a normal tour of shore duty, in a form similar to the following:

"Retention until 16 February 1957 authorized by
ADMINS ltr Pers-H2111-fab-1 of 27 December 1955"

J. L. HULLDAY, JR.

Copy to:
COMNAV

0946



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-G224-jmw
1 February 1956

From: Chief of Naval Personnel
To: **COMMANDANT**
TWELFTH Naval District
San Francisco, California
Subj: Retired Personnel Change of Address

1. It is requested that the following change of address be made in your records:

| | |
|--------------|--|
| NAME: | RAIDN R. W. Bates, USN (Ret) |
| OLD ADDRESS: | 727 Paru Street Alameda, California |
| NEW ADDRESS: | U. S. Naval War College Newport, Rhode Island |

J. L. Chenaault
J. L. CHENAULT
By direction

Copy to:
Commandant
FIRST Naval District

0947



DEPARTMENT OF THE NAVY
BUREAU OF NAVAL PERSONNEL
WASHINGTON 25, D. C.

IN REPLY REFER TO
Pers-C1-ams
6 Feb 1956

Dear Commodore,

Apparently everybody in the Navy knew where you are except the machines which address your mail and the record keepers.

The Officer Locator Section has only your Alameda address recorded. This was sent in by the Commandant, TWELFTH Naval District in March 1955. The change in your address has been recorded in the Bureau and we are so informing, by form letter, the Commandants of the TWELFTH and FIRST Naval Districts.

Enclosed is DD Form 93-1 (Record of Emergency Data). This form should be completed in duplicate; one copy mailed to the Bureau of Naval Personnel and one to Commandant of the Naval District in which you reside.

It is suggested that you request the Commandant, TWELFTH Naval District to forward your service record to Commandant, FIRST Naval District.

I trust that this will help in getting matters squared away.

Very sincerely,

Encl (2)


K. L. NUTTING

Commodore R. W. Bates, USN
U. S. Naval War College
Newport, Rhode Island

0948